STATE STREET TRUST COMPANY,

BOSTON

Publications

no.1-10

Author

Boston,Mass.[c1906-1928]

STATE STREET

Trust Compan

A BRIEF ACCOUNT OF A BOSTON WAY

1-10

PRINTED FOR THE
STATE STREET TRUST COMPANY
BOSTON, MASS.

STATE STREET

1906

nos 1-20 cat'd separately 1:

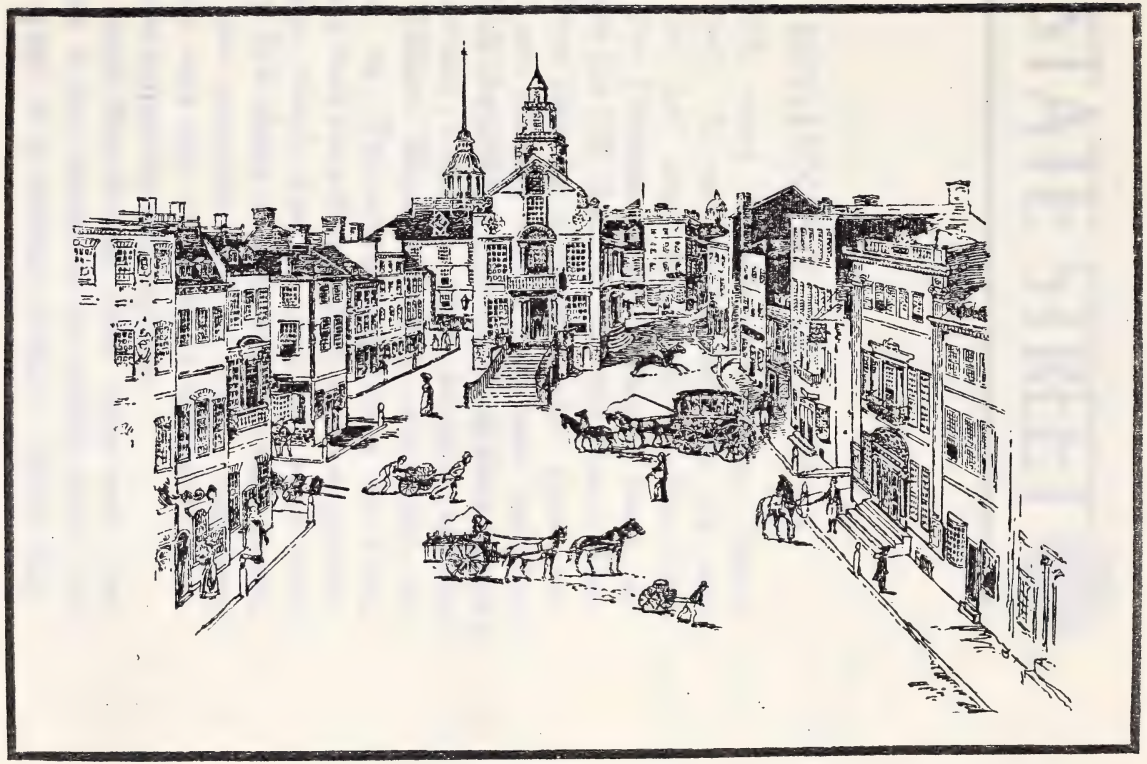
STATE STREET TRUST COMPANY, Boston.
Boston's story in inscriptions...on historic sites. Boston, Mass., Printed for the State street trust company [c.1908]
[37]p. illus. 23cm.

"Compiled, arranged and printed under the direction of the Walton advertising and printing company, Boston, Mass."

THE ORNAMENTS ON PAGES ONE, THIRTY-NINE AND FORTY-TWO ARE REPRODUCED FROM THE STONES MARKING THE SPOT IN STATE STREET WHERE THE BOSTON MASSACRE OCCURRED. THE ORNAMENT ON PAGE THIRTY-SIX IS A COPY OF THE TABLET ON THE BUILDING OPPOSITE THE MASSACRE

WALTON
ADVERTISING AND PRINTING COMPANY
BOSTON, MASS.

THE ORIGINALS OF THE CUTS USED IN THIS PAMPHLET AND MANY OTHER QUAINT AND INTERESTING PICTURES MAY BE SEEN ON THE WALLS OF THE MAIN OFFICE OF THE STATE STREET TRUST COMPANY AT 38 STATE STREET, BOSTON



State Street in 1801

STATE STREET

THE BEGINNING OF A WAY.

THE street is old,—as old as Boston itself. If one would look for its origin, he must go back to the days before the Puritans of St. Botolph's town set foot upon the hills that run up from Boston Harbor. Even then he is forced to fall upon conjecture, and surmise that it may have been the trail which the Indians followed from their camps on Shawmut Hills to their fisheries in the bay. William Blackstone, the only white inhabitant on Tri-mountain previous to 1630, may have trod the self-same trail on his way along the ridge, which was the principal spur from Century Hill down to the water. State Street, despite the uncertainty of its origin, has been from the very day of Boston's settlement Boston's most important thoroughfare.

The street has written itself large and permanently in the records of an ancient town and on the page of a nation's history. When Eng-

lish ships brought English goods to Puritan homes in the days of the first settlers, it was the mart of trade and the seat of justice. Upon it lived the early settlers and the town's first merchants. Many scenes of Provincial interest and Colonial importance had here their setting, and on its frosty pavement was spilled the first blood of the Revolution. To-day about it throbs the financial interest of a great State, and to it are ever turning for help the industrial projects of a great nation.

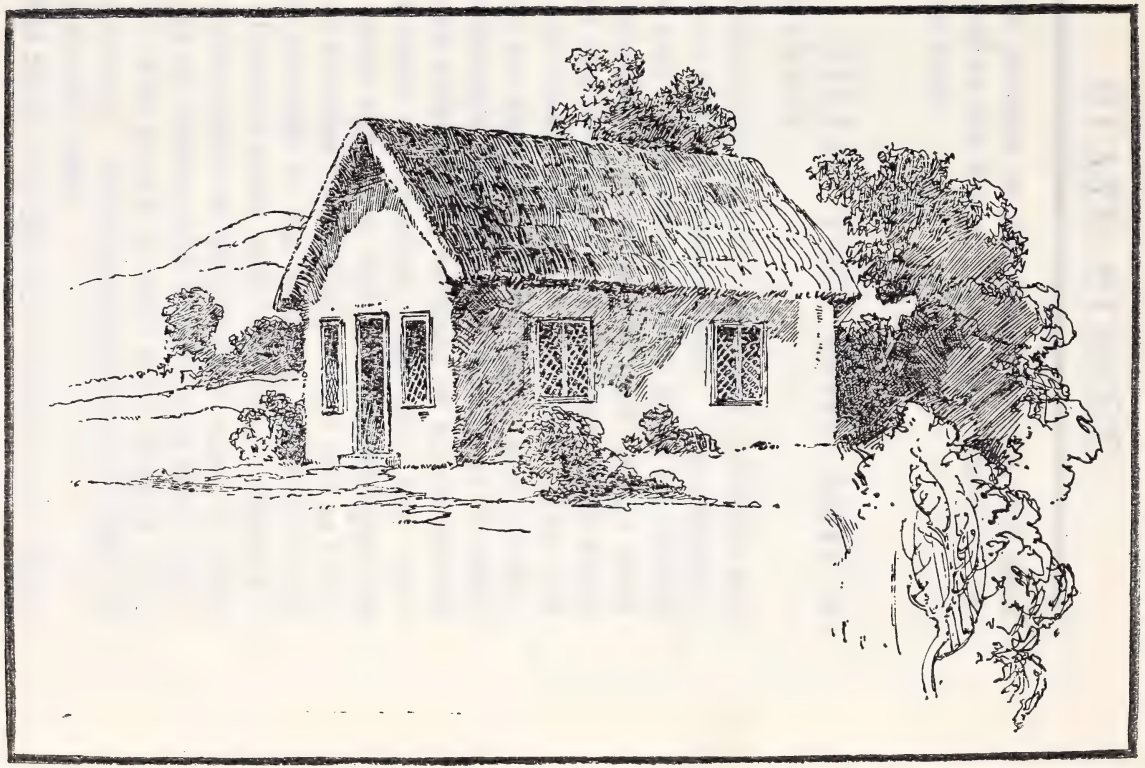
EARLY COLONIAL LANDMARKS.

OUR Puritan forbears were men of order and system,—men who believed in metes and bounds to everything. So we find them early setting down their names and lands in the Book of Possessions, and back to this old record go many of the deeds of Boston. This book was a record of a survey, by order of the General Court, April 1, 1634, of the lands and houses of the first inhabitants. On the old map, five by nine feet, is the earliest record of State Street. It appears a short, nameless way from the water up to the hills, and is dotted on either side with the houses of the first settlers.

At its head, where now the Old State House stands, was the first market-place. And so it was that, as early as 1636, when the lines of certain streets were fixed and had by popular consent been named, State Street was known as Market Street.

THE FIRST CHURCH OF BOSTON.

ACROSS the way from the market-place in 1632, on the site since occupied by Brazer's Building, stood the first meeting-house, later dignified as the First Church. It was a rude but substantial building, with walls of mud and thatched roof. Its first pastor, the Rev. John Wilson, lived on his farm, on the opposite side of Market Street; and his colleague was the redoubtable John Cotton, formerly the pastor of old St. Botolph's, Boston, England. Services were held under the trees previous to its erection. The meeting-house had become too small in 1639, and in 1640 a new one was erected on the site of the late Joy Building. The second meeting-house was destroyed in the conflagration of 1711, the greatest of the eight great fires that Boston had then experienced, but was rebuilt. General Washington with all his troops, after the siege of Boston,



First Meeting House in Boston, 1632, State Street, on present site of Brazer Building

attended services at the First Church, and then adjourned to the Bunch of Grapes Tavern to refresh the body.

THE BIBLE, THE ROD, AND A PRISONER.

IN those early days of rigid lives the Bible and the rod were often inseparable. The whipping-post and the stocks, therefore, stood on Market Street, almost in front of the door of the First Church; and great was the impartiality with which justice, at least, was then dealt out. The first prisoner, for instance, of the stocks was the carpenter, Edward Palmer, who built them in 1639. The town fathers were incensed at his exorbitant bill for their construction, and they laid their strong hands upon him, and he forthwith spent an hour as a prisoner of his own creation and as a forbidding example to like grasping merchants with whom the early town may have been "afflicted." These instruments of punishment were, in later years, put on wheels, and were moved from place to place. The stocks in 1801 were located near Change Avenue. Public whipping was not inflicted in Boston after 1803.

Market Street was also the "sacred way" along

which the train band of our Puritan fathers marched and manœuvred.

The Provincial Governors were inaugurated in the Town House, and then, appearing in the famous window of the east balcony, received the cheers of the populace. As the town grew, the streets slowly multiplied about this parent of Boston's thoroughfares; and finally, May 3, 1708, the selectmen, determining that Market Street should have a worthier name, ordered that "the street leading from Cornhill, includeing the wayes on each side of the Town house extending easterly to the sea," should be called "King Street." In 1784, after the Revolution had severed all the regal ties of the Commonwealth, the name was changed to State Street.

AN OLD MAP, SOME STREETS, AND THE FIRST MERCHANTS.

A VIEW early in the seventeenth century shows the street paved with pebbles and without sidewalks. There were "many faire shops," and over them lived the Boston merchants. The first map upon which the name "King Street" appears was that of Captain John Bonner, printed in 1722 by Francis Deming, and

sold by William Price "over against ye Towne house." Here first appears also Long Wharf. The harbor previous to the building of Long Wharf in 1710, which quadrupled King Street, flowed as far inland as Kilby Street on the south and Merchants' Row on the north. King Street was intercepted between Cornhill, now Washington Street, and the bay by Pudding Lane and Crooked Lane, now Devonshire Street. Crooked Lane ran through the farm of the Rev. John Wilson, pastor of the First Church. Shrimpton Street, now Exchange Place, took its name from an old Bostonian, as did Pierce's Alley, now Change Avenue. Leverett's Lane, now Congress Street, took its name from Governor Leverett. Mackerel Lane, now Kilby Street, probably took its name from its proximity to the fish market.

FROM WOOD TO BRICK AND STONE.

AS early as the middle of the eighteenth century brick and stone had begun to replace wood, with which the town was originally built. Upon State Street most of the early "first citizens" of Boston had their homes. On the south-west corner lived Captain Robert Keayne, a

leading merchant, founder of the Ancient and Honorable Artillery Company, and also the founder of the old Town House. The site of his house later was that of Daniel Henchman's bookstore, where General Henry Knox served his apprenticeship. The first shop in Boston was opened by James Coggan on the north-west corner of the same street. He lived over his place of business, as did all the leading merchants of early Boston. The Rev. John Wilson's home, too, was on Market Street, and just east of the old Exchange was the residence of Governor Leverett. The home of Richard Fairbanks, the first postmaster, stood not far from the old Town House. The General Court in 1639 designated it as the place for all letters to be sent for delivery or forwarding over the seas.

All the banks and brokers' offices in the town were at one time on State Street, and even as late as 1837 twenty-two of the thirty-five banks stood upon this street. A branch of the United States Bank from 1791 to 1836 stood on the site of the Brazer Building. The Massachusetts Bank was situated where No. 66 State Street was in 1870. The Union Bank, established in 1792, and located on the south-east corner of State and Exchange Streets, is on the site of the old Custom House.

Previous to the occupancy by the Union Bank the site was the dwelling-place of Perez Morton. Now it is the home of the State Street Trust Company.

LONG WHARF AND ITS STIRRING EPISODES.

THE houses that stood on Long Wharf are thought to have been the first numbered ones in Boston. The numbers ran from one to sixty-nine, inclusive. The Directory of Boston for 1801 shows the highest street number on State Street as eighty-two. On the north side of Long Wharf, which the Directory says "in every respect exceeds anything of the kind in the United States," large and commodious stores are shown. Long Wharf had a thoroughfare thirty feet wide on one side and a space of fifteen feet in the middle for boats to come up and unload. The wharf extended State Street one thousand seven hundred and forty-three feet into the harbor in a straight line with the street, and the breadth of the wharf was one hundred and four feet, with seventeen feet of water at ebb tide at the end. It was the largest of the eighty wharves and quays in Boston at this time.

The wharf has witnessed many stirring and

The British Troops Landing at Long Wharf in 1768. See Page 41

interesting scenes. It was the landing-place of the Royal Governors, who, escorted by the flower of the Colony's Militia, marched up King Street to the Town House. Here, in 1768, landed the first British soldiers, sent over by the king to overawe the colonists, still incensed by the injustice of the Stamp Act. Some of these soldiers were quartered for a time in the Old State House before going into camp on the Common and Dock Square. The French allies, under Rochambeau, were received here with delight by the populace in 1775. And on that momentous day, in June, 1775, the Royal Regiment of Colonel Dalrymple marched down King Street, embarked at Long Wharf, and entered the battle of Bunker Hill, from which many of the regiment never returned. The old custom of marching on State Street has continued, and down this street went many of the regiments that Massachusetts during the Rebellion sent to the front.

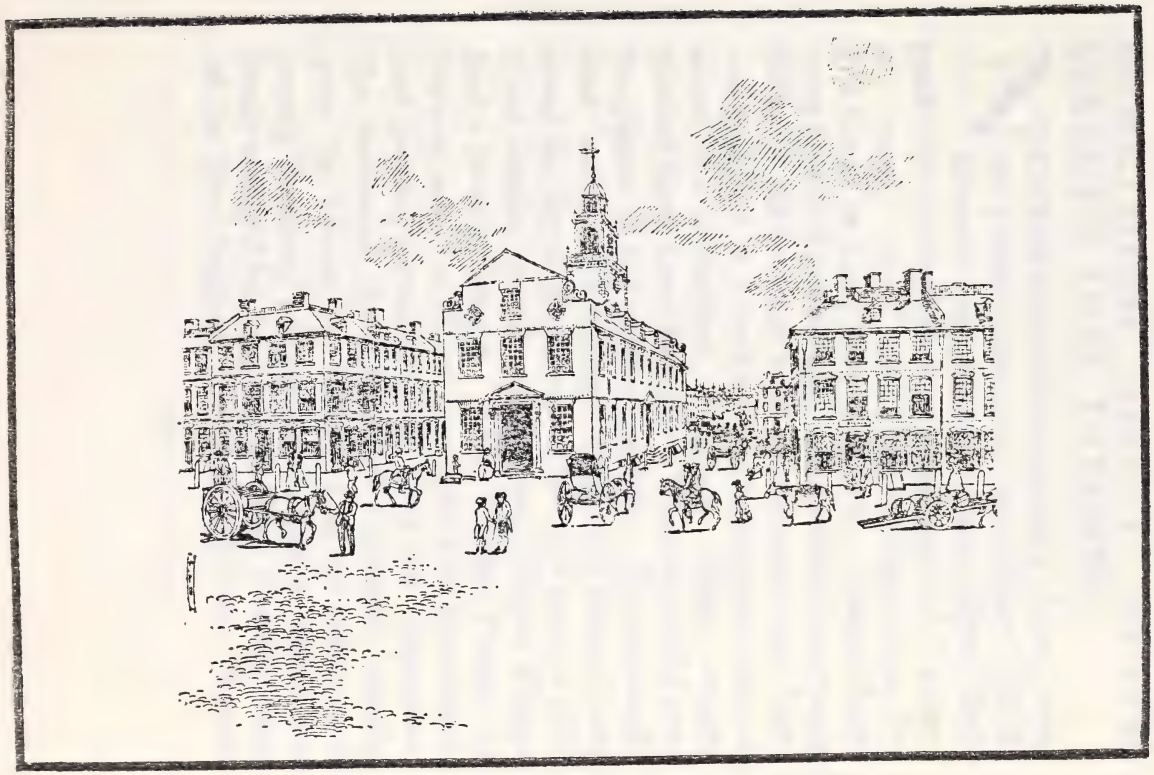
GLEANINGS FROM AN OLD DIRECTORY.

TO the Bostonian of to-day the Directory of 1801 also throws much light on well-known Boston names. Here are some who appear with offices on Long Wharf: Thomas

C. Amory, merchant, No. 36; Uriah Cotting, merchant, No. 47, who built Broad Street in 1808, India Street in 1809, New Cornhill in 1817; Benjamin W. Foster, merchant, No. 26, founder of the McLean Asylum; Caleb Stimpson, merchant, No. 2; Arnold Welles, merchant, No. 14, commander of the Cadets and prominent in military affairs; Timothy Williams, merchant, No. 12.

Among the other prominent business men on State Street in 1801 were James Abelard, No. 78, with whom Duc de Chartres, afterwards Louis Philippe, lived during his residence in Boston; Peter C. Brooks, father-in-law of Charles Francis Adams; Humphrey Clark, No. 79, and Thomas Clark, No. 61; William Endicott, tailor, No. 9; Joseph Foster, merchant, No. 31; Moses M. Hayes, Insurance, No. 68, Grand Master A. F. & A. M. 1788–92; Benjamin and Josiah Loring, bookbinders; Francis C. Lowell, merchant, No. 25, in whose honor the city of Lowell was named; Benjamin Russell, editor and publisher of the *Sentinel*, No. 10; Robert G. Shaw, merchant and philanthropist; and Samuel Thaxter, mathematical instrument maker, No. 49 State Street.

Other well-known Boston names can be found in the Directory of 1801. Some business enterprises of Boston go back farther than this.



A South-west View of the Old State House in 1793

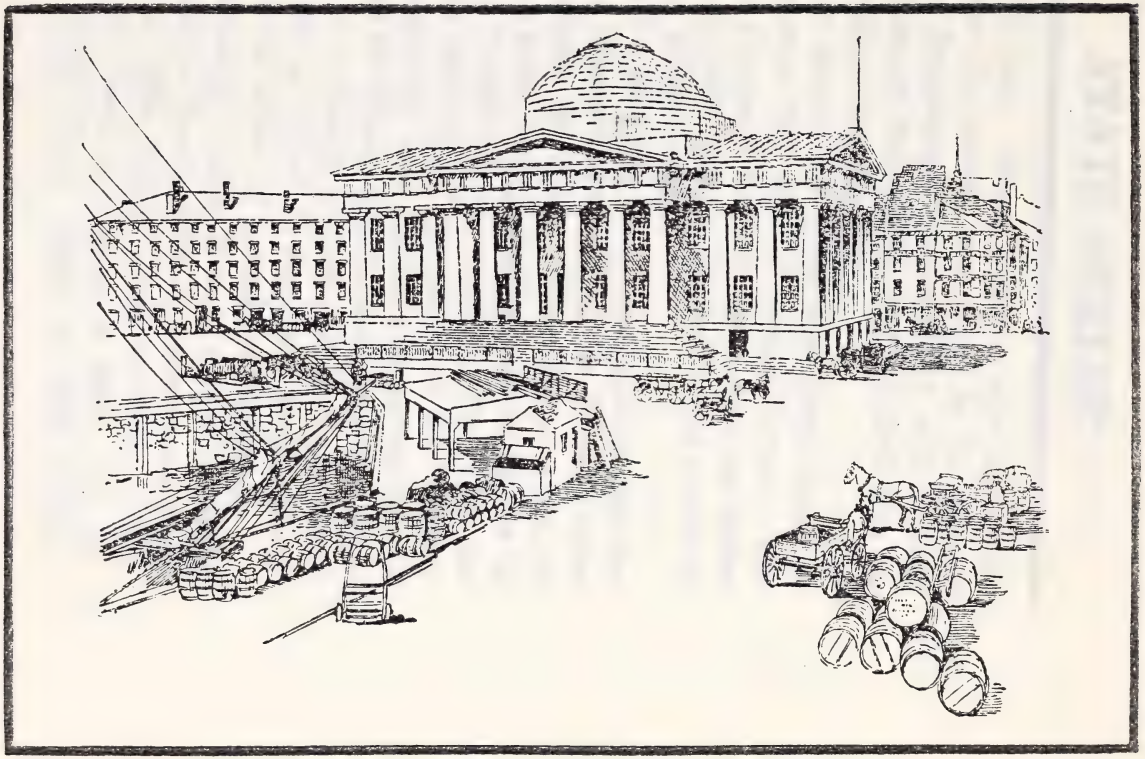
SOMETHING ABOUT STATE STREET'S OLD TAVERNS.

NUMEROUS and interesting have been the public houses on State Street which at some time or other have offered their good cheer to stranger and townsman. A "waterside resort," the Crown Coffee House, was the first house on Long Wharf in 1712. Seamen from every land and the leading merchants and the young bucks of the thriving town found good cheer here, and gossiped at a time when a gentleman was not above the seductions of piracy. Many strange tales of those fierce buccaneer times were told over the glasses of this ancient hostelry. On the southwest corner of Exchange Place and State Street stood the Royal Exchange Tavern, where in 1690 Chief Justice Sewall and Colonel William Phipps had a famous dinner. This William Phipps, by the way, son of a Maine gunsmith and blacksmith, had located a treasure-ship sunk off Hispaniola. He recovered three hundred thousand pounds, gave the Crown ten thousand as its share, took twenty thousand pounds as his, and in return was made a knight by the king, and then first Governor of the New England colonists under the Charter.

And a very good governor he was, at a time when good Colonial Governors were few and far between. At the Royal Exchange in 1748 occurred an altercation between Phillips and Woodbridge that resulted in a duel on the Common and in the death of Woodbridge. This old tavern was still standing in 1801, and was then kept by Israel Harris.

ADMIRAL VERNON AND THE SEAMAN'S "GROG."

THE Admiral Vernon Tavern, which took its name from the famous English "sea dog" whose name was subsequently given to Mount Vernon by Lawrence Washington who had served on his staff, stood on the easterly corner of State Street and Merchants' Row. Over it was the wooden figure of the English admiral, sextant in hand, in the uniform of his rank,—quite appropriate as a sign for a tavern, when we learn that from the hero of Porto Bello comes the term "grog," which sea-faring men have given to strong drink. It was Admiral Vernon's custom in stormy weather to appear on deck clad in a coarse grogram. From this he was dubbed by his sailors "Old Grog," and soon "grog" was the term they gave to the rum and water he occasionally dealt



Hingham Packet, Long Wharf, and front of the Custom House, 1850

out to his men. Shem Drowne, who carved the figure over the tavern, was noted in his day for the ships' figure-heads he turned out, and his work on the hero of Porto Bello was watched with interest by the artist Copley.

Another tavern that could have been found on State Street in 1787 was Cummings Tavern. The Bunch of Grapes, a famous resort, kept by James Kendall, in 1801 was on the north-east corner of State and Kilby Streets.

Where No. 66 State Street was in 1870, then the site of the Massachusetts Bank, the British Coffee House offered its cheer. Here James Otis, of Stamp Act fame, was mortally assaulted by one of the Excise Commissioners in 1769. Poor Otis, he who might have been "the flame of fire" during the Revolutionary days that he was during the excitement of the Stamp Act, became deranged from the blow, and, though he took part in the battle of Bunker Hill, he retired to Andover, Mass., where in 1783 he was killed by a stroke of lightning.

The Exchange Coffee House, corner of State and Devonshire Streets, with an entrance on each, was built in 1804, burned down in 1818, rebuilt in 1822, and closed as a tavern in 1854. On the site of 75 State Street stood in 1803 Fuller's Tavern.

STATE STREET

ROAST OX AND THE FRENCH REVOLUTION.

THE strangest scene that State Street has witnessed was the barbecue at the time of the French Revolution. America was full of its partisans, and nowhere was this friendly sympathy keener than in Boston. Bostonians of this era delighted in calling each other "citizens," and strove in many other ways to show their sympathy with the spirit of liberty then sweeping through France. The feeling found expression, two days after the execution of Louis XVI., in the barbecue. A thousand-pound ox was killed, and its horns gilded and placed on an altar twenty feet high. Drawn by fifteen horses and preceded by two hogsheads of punch pulled by six horses, and accompanied by a cart of bread, it was escorted through the streets of Boston, and finally deposited in State Street. Tables had been spread from the Old State House to Kilby Street, and the citizens feasted upon roast ox and strong punch, to the subsequent confusion of many. Boston's fair women decked the windows of the neighboring houses, and amused themselves by throwing flowers upon the feasters, until the scene culminated

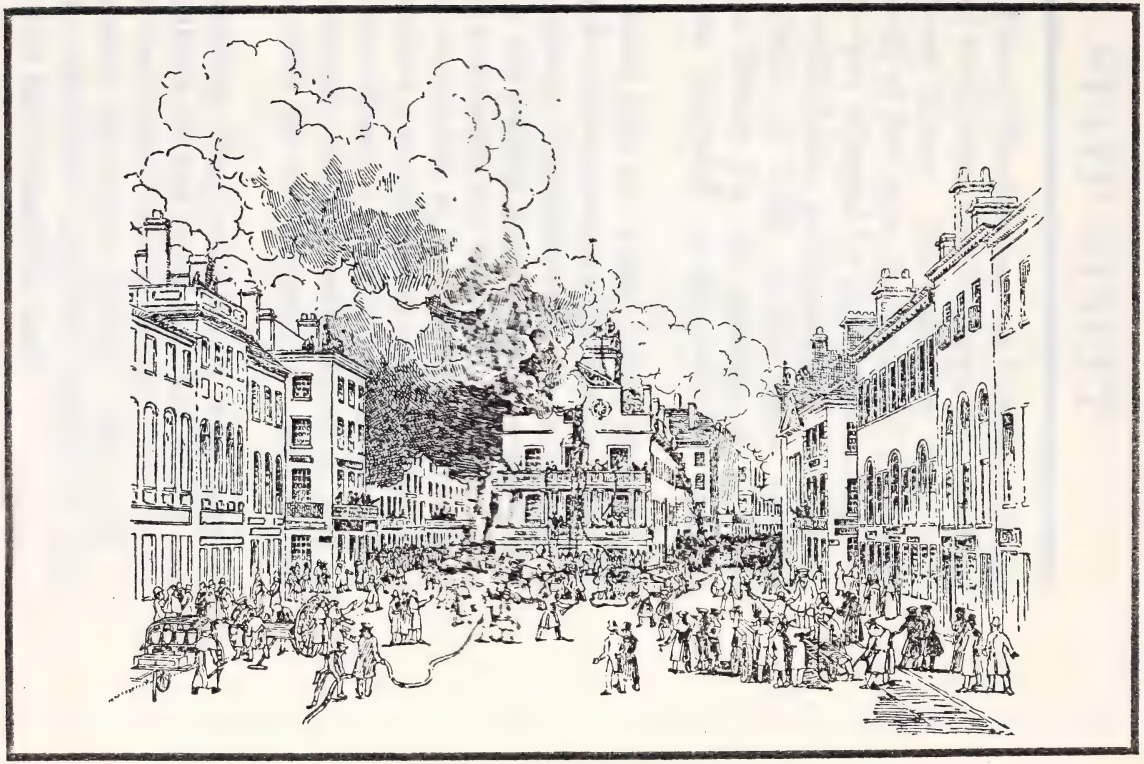
in what some of the best citizens characterized as a "drunken revelry." When the news of the execution of the king reached America, there was a sudden revulsion of feeling against his executioners.

It was on State Street near the Old State House, in August, 1806, that Ben Austin, Jr., son of "Honestus," a well-known political pamphleteer, was shot and killed, during a political row, by Charles Selfridge. Anthony Burns, the fugitive slave, was escorted by the entire police and military force of Boston, May 26, 1854, down State Street to the vessel that carried him back to slavery.

The extension of State Street from Chatham Row to Commercial Street occurred April 13, 1858. It was extended along the north side of State Street Block, and accepted on the same date in 1858, and was extended to Atlantic Avenue March 27, 1876.

BUILDING THE TOWN HOUSE.

THE chief historic interest of State Street centres about the Boston Massacre and the Old State House. The original Town House stood, as we have learned, on the site of the first market-place, and may be called the forbear of the Old State House. It was to

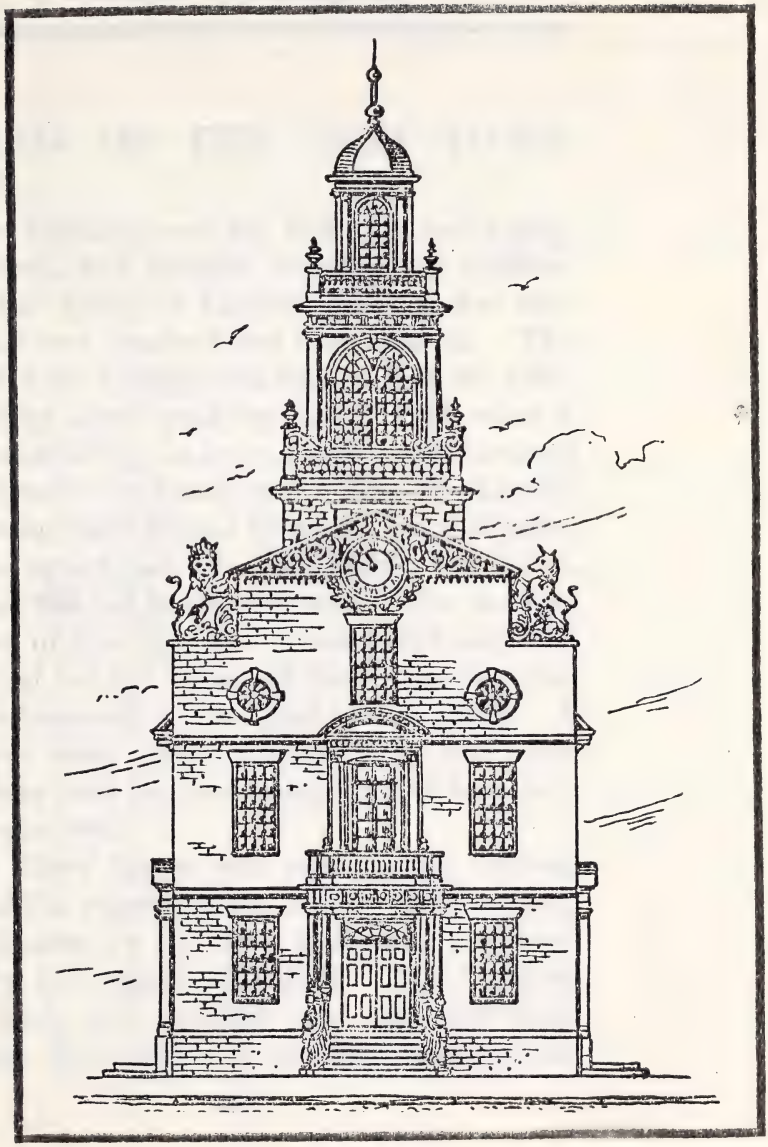


View of the Fire in 1832, at the Old State House, from Salmon's Picture

Captain Robert Keayne, one of Boston's earliest prominent merchants, that the town was indebted for its Town House. His generosity must have heaped coals of fire upon the heads of his townsmen. He was charged by them with making exorbitant profits, found guilty, and cast into prison. At his death, in 1656, he left three hundred pounds to Boston for the erection of a Town House, and defended in the will his business conduct.

He outlined that the Town House should contain a market-place, room for the Courts, room for the Townsmen, Commissioners, for a library, a gallery for the Elders, a room for an armory, and rooms for merchants and masters of vessels. The selectmen considered it, and in March, 1656–57, the town chose a committee to consider the plans for the Town House. A committee was given full power in August, 1657, to erect a building, and to bind the town for the payment of the contract price.

The building thus constructed was sixty-six feet long, thirty-six feet wide, set upon twenty-one pillars ten feet high. The second story was partitioned, making the rooms desired. There was a walk on top fifteen feet wide, with two turrets, and balusters and rails around the walk.



The Old State House, as it will appear at the Jamestown Exposition

BURNING OF THE OLD TOWN HOUSE.

AS the building cost six hundred and eighty pounds, the balance required in addition to the legacy of Captain Keayne was contributed by one hundred and four citizens. The settlement of the builder's bill was on Feb. 28, 1661. The building stood until the fire of 1711, when it and one hundred houses on and in the neighborhood of King Street were consumed. This fire burned all the houses from School Street to Dock Square, all of the upper part of King Street, the Town House, and the old Meeting House. The leading newspaper of the day, the *News-Letter*, ascribed the source of the fire to an old Scotch woman who lived in a tenement at the head of the street. A fire she was using spread to some chips and other combustibles near by, and thence to the tenement in which she lived.

A new Town House was immediately erected, one-half of the expense being met by the Province, and one-quarter by the town of Boston, and one-quarter by the county of Suffolk. The building was of brick, one hundred and ten feet long, thirty-eight feet wide, and provided accommoda-

tion for the Governor, the Courts, the Secretary of the Province, and for the Register of Deeds. This second Town House was partially burned in 1747, and the present structure, built in 1748, has an exterior but slightly altered, though the interior has undergone many changes.

A CHAMBER OF EVENTS.—A PIRATE'S TRIAL.

JOHN ADAMS said, "In it Independence was born." The death of George II. and the accession of George III. were here proclaimed. In it Generals Howe, Clinton, and Gage held a counsel of war before the battle of Bunker Hill. On July 18, 1776, from its famous east window Colonel Crafts read to the assembled multitude the Declaration of Independence, and from it also the sheriff of Suffolk County proclaimed the adoption of the Constitution of the United States. The Constitution of the State in 1778 was planned within its walls. Beneath it John Hancock was inaugurated first Governor of the Commonwealth. Its old walls witnessed the convening of the Convention before the delegates adjourned to adopt in Federal Street Church the Constitution of these United States. Every

page of the old records of the Town House has interest. It was the centre of the Revolution of 1689 when, in the person of Governor Andros, royal authority was temporarily overcome, and in 1699 it was the scene of the trial of Captain Kidd, the greatest pirate of an age of famous buccaneers. What an interesting audience of spectators there must have been,—stern Puritans, soldiers, swarthy seamen, perhaps here and there a pirate, in disguise, and the austere Governor of the Province. What a picture for a Macaulay!

After his trial and conviction in the Old State House, Captain Kidd was conducted to the gloomy, forbidding pile of stones, the first prison of the Commonwealth, that stood on the site of the present Court House at the head of Queen, now Court Street. In this prison, where Kidd remained until his execution, were imprisoned the witches of those curious witchcraft days. So cold were its dark dungeons that the pan of charcoal allowed the prisoners often failed to keep the frost from them during the bleak, old-fashioned winters.

This prison, at the time of its erection, was one of the strongest in the colonies. Puritan justice, once its hands fell upon an offender, was indeed difficult to escape.

OLD TOWN HOUSE BECOMES THE STATE HOUSE.

THE Town House was the scene of festivities on State occasions, and in it also were held the public funerals of the early times. When Faneuil Hall was erected in 1740–42, the building on King Street became the State House, where the Legislature as well as the Courts assembled, and in its place Faneuil Hall became the Town Hall.

The plans for the capture of Louisburg, June 17, 1746, described as "the proudest boast of our Provincial history," were conceived and completed beneath the walls of the Old State House. James Otis, "a flame of fire," in its Court-room in 1761 made his celebrated plea against the Writs of Assistance, and in 1766, in front of its doors, a mob burned the Stamp Clearances, one of the violent protests against the injustice of the Stamp Act. In the Court-room also occurred, four years later, the trial of Captain Preston and the soldiers implicated in the Boston Massacre. And here Samuel Adams presented the demand for the withdrawal of the troops to the fortress.

Reproduced from Paul Revere's Print of the Boston Massacre

THE BOSTON MASSACRE.

THE Boston Massacre was the culmination of the altercations between the people of Boston and the British troops which began in 1768, and grew more and more frequent and brutal. The massacre itself, which Paul Revere attempted to picture, took place March 5, 1770, almost in front of the Union Building, Nos. 38 and 40 State Street. Soon after nine o'clock on a frosty, bright moonlight night two young men, named Archibald and Merchant, were coming down Cornhill Street (now Washington) together, and attempted to pass through Boylston Alley without answering the challenge of the sentry there posted. The sentry was talking with a rough-looking character, described at the trial as a "mean-looking Irishman," who had in his hand a large club. Archibald and Merchant were held up, and in the scuffle which followed Archibald was struck on the arm, and Merchant had his clothes pierced and his skin grazed. He struck the soldier with a stick he had with him, and the Irishman ran to the barracks to alarm the soldiers, returning immediately with two of them.

STATE STREET

MOB ATTACKS SOLDIERS.

THE noise of this scuffle brought a number of people to the place, and one of them knocked down a soldier. Followed by the crowd, the soldiers returned to the barracks, where a dozen of the rest of the soldiers ran out, armed, and drove back the people as far as Dock Square. The officers succeeded in inducing the soldiers to return to their barracks on Brattle Street, and they were followed and jeered by the mob.

"Now for the main guard, damn the dogs! Let us go and kill the damn scoundrel of a sentry!" shouted the crowd. A part of the mob, which John Adams, the patriot, in his plea in defense of the soldiers, described as "a motley rabble of street boys, negroes and mulattoes, Irish teagues and outlandish Jack-tars," turned upon the sentry who stood on the corner of Royal Exchange Lane and King Street in front of the Custom House, now No. 40 State Street, on the corner of Exchange Street.

"There is the soldier who knocked me down," said a boy, pointing to the sentinel. The sentinel retreated up the steps, and loaded his gun.

"The lobster is going to fire," said the boy.

"If you fire, you must die for it," said Henry Knox, who was passing. "I don't care," replied the sentry. "If they touch me, I will fire."

CAPTAIN PRESTON TAKES COMMAND.

CAPTAIN THOMAS PRESTON, hearing of the trouble, said that he would go there himself, to see that they would do no more mischief. Bells began to ring, as many supposed, for a fire on King Street. The soldiers in the mean time, who had come to the rescue of their comrades, were attacked and insulted by the mob, led by a mulatto, named Crispus Attucks.

The soldiers were obliged to present bayonets and form a half-circle in front of the Custom House, to protect themselves. In great peril Captain Preston stood for a while between his men and the mob, using every effort to prevent further disturbance.

"Are the soldiers loaded?" asked a bystander of Captain Preston.

"Yes," answered the captain, "with powder and ball."

"Are they going to fire on the inhabitants?"

"They cannot," said Captain Preston, "without my orders."

"For God's sake," said Henry Knox, seizing Preston by the coat, "take your men back! If they fire, your life must answer for the consequences."

"I know what I am about," said Captain Preston, hurriedly.

Some called out: "Come on, you bloody backs, you lobster scoundrels! Fire, if you dare! We know you dare not."

Just then a soldier received a severe blow from a club, whereupon he stepped a little to one side, lifted his piece, and fired. Captain Preston reprimanded him for firing, and while he was speaking he came near being knocked down by a blow from a club aimed at him. The crowd pelted the soldiers with stones and snowballs.

CITIZENS ARE KILLED.

THE tumult became great. Horrid oaths and imprecations were hurled by the mob at the soldiers. No one was ever able to tell whether Captain Preston or anybody else ordered the troops to fire, but fire they did, some seven or eight of the soldiers, and the mob hurriedly drew

back, leaving three dead on the ground, two mortally wounded, and several slightly wounded. The killed were Samuel Bray, Samuel Maverick, James Caldwell, Crispus Attucks, and Patrick Carr. Six were wounded, two of them, Christopher Monk and John Clark, mortally.

The people came back to remove their dead, and, thinking they were about to renew the attack, the soldiers lifted their guns to fire again, but Captain Preston stopped them, and ordered them back to the main guard, thus preventing further bloodshed. A citizen informed the captain that there were five thousand people coming to take his life and the lives of his men. He disposed his men into firing parties on the side streets, and people began to gather from every direction. The people cried everywhere, "Turn out with your guns, every man!"

Officers of the Twenty-ninth Regiment of the British, on making their way to their companies, were knocked down by the mob and many injured, and a number of them had their scabbards taken away from them.

Under the influence of Livingston, Colonel Carr, and other distinguished citizens, the people were persuaded to go to their homes.

SOLDIERS ARE TRIED AND CONVICTED.

A HUGE meeting in the Old South Church was held the next morning, and it was resolved impossible for the townspeople and the soldiers to live longer together in amicable relations. A committee was appointed to request the soldiers' removal. Accordingly, the soldiers were sent to the Castle. Captain Preston and the soldiers engaged in the affray were arrested and tried for murder. Robert Treat Paine and Samuel Quincy appeared for the government, and John Adams, Josiah Quincy, and Sumner Salter Blowers appeared for the prisoners. Adams made an eloquent plea in their defence. Two were found guilty of manslaughter, and were branded on the hand with a red-hot iron and discharged. The others were acquitted. The remains of the dead were buried in the Granary Burying ground. Only recently was a monument to their memory erected on Boston Common. The place of the massacre in State Street is indicated by a stone block, with paving-stones radiating therefrom, about twelve feet south of the south-east corner of State and Exchange Streets.

MORE EPISODES OF THE OLD STATE HOUSE.

GOVERNOR GAGE was sworn into office in the hall of the Old State House in 1774, and from the east balcony window went forth again the usual proclamation of a new royal representative. From 1692, until 1774–75, when the Province concluded to dispense with its Governors, eleven such chief magistrates had received the Royal Commission, and had been proclaimed to the people from the State House.

Musty records tell of General Thomas Gage, commander of all the troops in the country, landing at Long Wharf, and marching up King Street, escorted by Boston Cadets, under command of John Hancock, who later was sorely disappointed because he was not made commander-in-chief of the army that fought these same red-coats. On the same balcony stood the sheriff of Suffolk County on April 27, 1783, when he read to the assembled multitude the Proclamation of Peace; and, when General Washington visited Boston in October, 1789, he received the honors of the town, and viewed the procession that did him homage

from the balcony on the west end of the Old State House, from which there had been erected a triumphal arch.

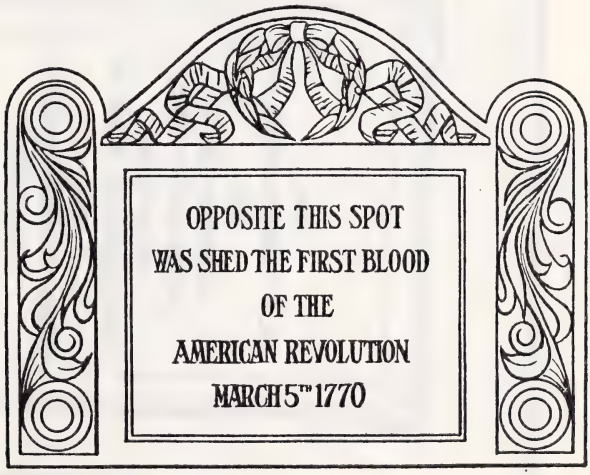
DARK AGES OF COMMERCIALISM.

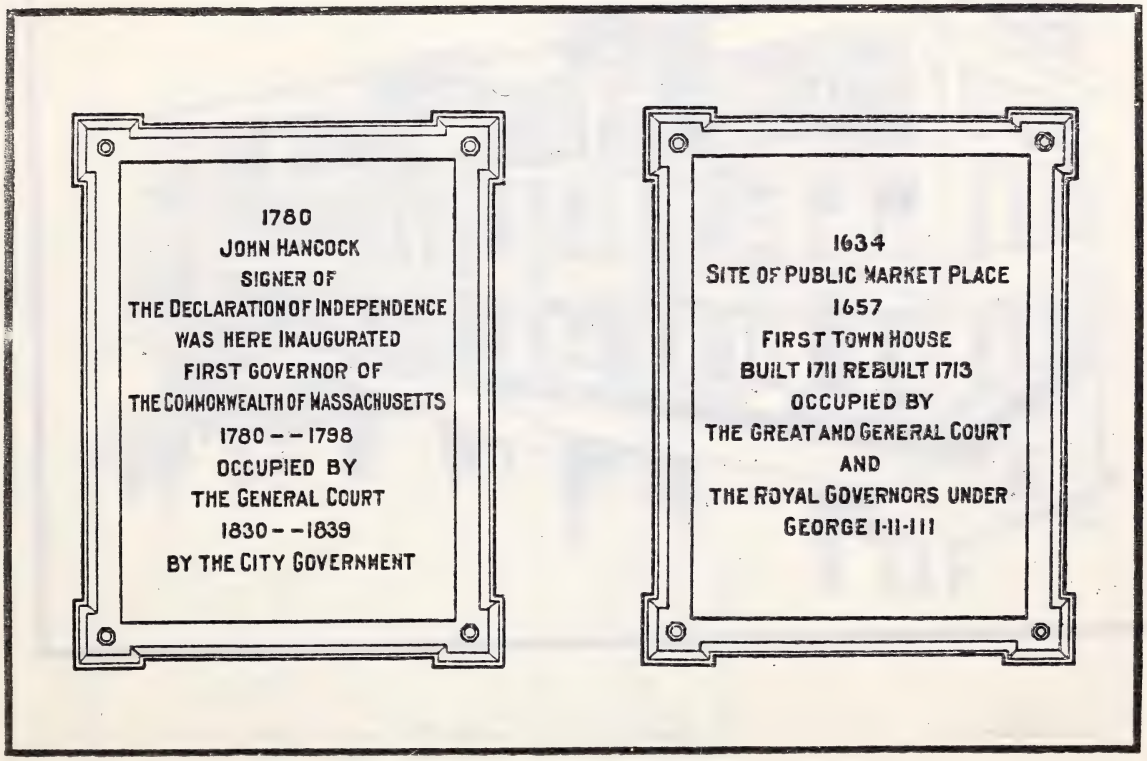
THE completion of the new State House on Beacon Hill in 1798 marks the end of the old one as the place of meeting of the Legislature, and the date of the removal of the Courts to the Court House on Court Street, previously known as Queen Street.

After the removal of the Legislature and Courts from the Old State House, the State, the County, and the City had a falling out as to the ownership of the Old State House and land, but, finally, the property came into the possession of the city of Boston. The city leased the building to tenants until 1830, when it became the City Hall. After the removal of the city offices to the new City Hall on School Street, the historic building was again given over to tenants.

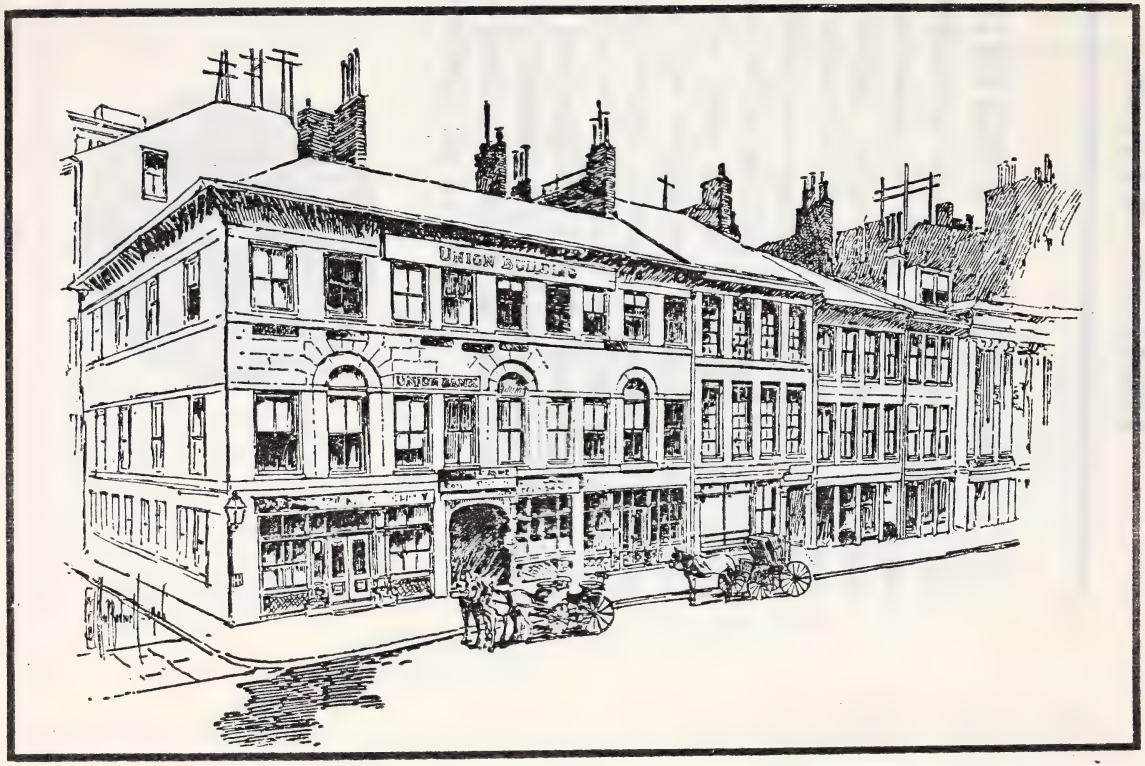
Then began the era that one can term the "Dark Ages" of the building. It was defaced with signs, wires and advertisements so that its worthy exterior became a shabby patchwork of colored publicity. It was an eye-sore, and cried aloud

against Boston's lack of veneration for its historic past. The city awoke finally to the shame of the old building and in 1881 it ordered a complete restoration. The historic edifice, July 11, 1882, was rededicated with appropriate ceremonies as a repository of historic things, and since it has received the careful consideration of the city government. Now, thanks to the efforts of the Bostonian Society, "which promotes the study of the History of Boston and the preservation of its antiquities," it is what the venerable building ever should be,—a memorial and museum of the most important events in the history of this nation.





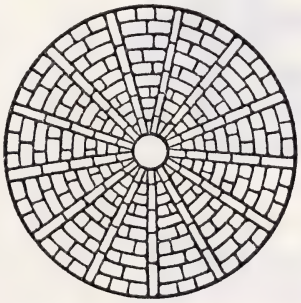
Tablets in the Old State House

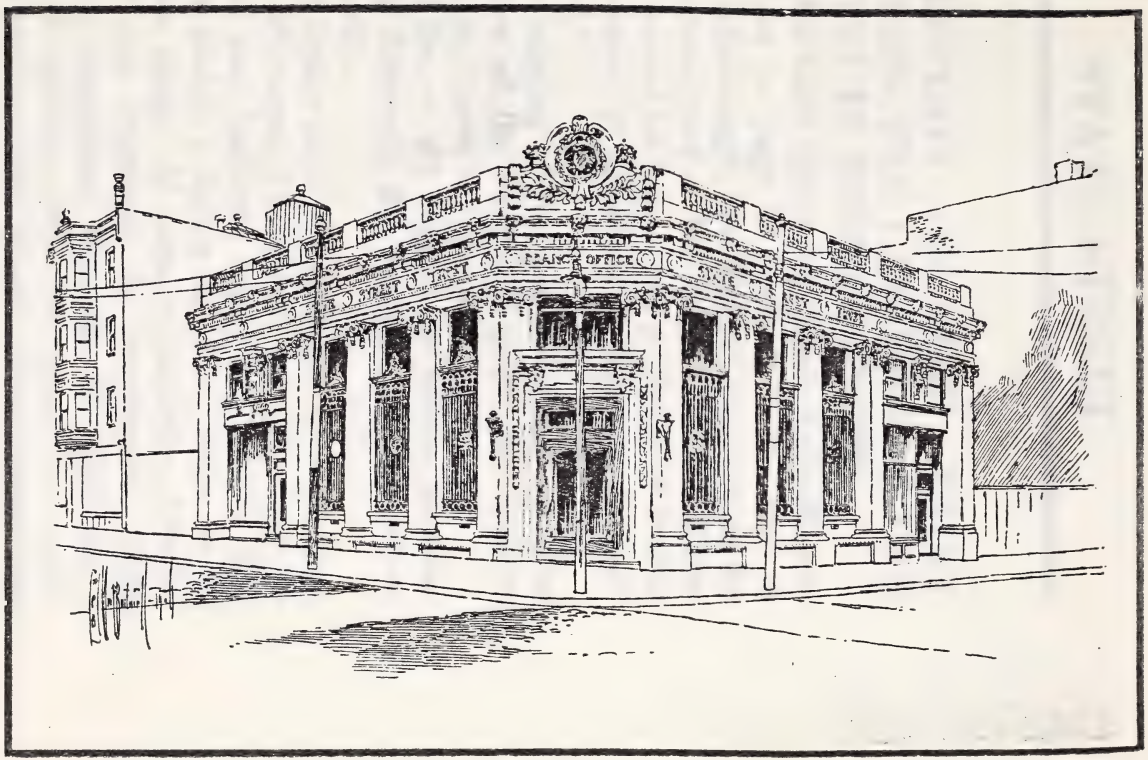


Union Building and adjacent Buildings in State Street about 1882

STATE STREET TRUST COMPANY.

ONE of the oldest buildings and one of the landmarks of State Street is the Union Building, which stands directly opposite the spot where the Boston Massacre took place. This building was erected in the year 1826. The lower floor of the building is occupied by the main office of the State Street Trust Company, which is one of the well-known financial institutions of Boston to-day. Occupying as its main office one of the old buildings on State Street, the company has established in the Back Bay, on the corner of Massachusetts Avenue and Boylston Street, a banking building of the most modern type exclusively for its own use.





Back Bay Branch, State Street Trust Company, Boylston Street and Massachusetts Avenue

INSCRIPTION ON THE PRINT SHOWING THE LANDING OF THE BRITISH IN BOSTON IN 1768.

THE lower right-hand corner of the illustration on page 10 reads, "To the Earl of Hillsborough, His Majest^{s}, Scr^{y} of State for America THIS VIEW of the only well Plan'd EXPEDITION formed for Supporting ye dignity of Britain & Chastizing ye insolence of AMERICA is hum^{y} inscribed."

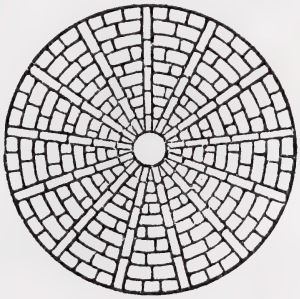
The printing at the bottom of the cut gives the names of the numbered ships and wharves and battery shown in the cut:—

"#1 Beaver, #2 Senegal, #3 Martin, #4 Glasgow, #5 Mermaid, #6 Romney, #7 Launceston, #8 Bonetta.

"On fryday Septr 30th 1768, the Ships of WAR, armed Schooners, Transports &c, Came up the Harbour and Anchored round the TOWN; their Cannon loaded, a Spring on their Cables, as for a regular Siege. At noon on Saturday, October the 1st the fourteenth & twenty-ninth Regiments, a detachment from the 59th Reg^{t} and a Train of Artillery, with two pieces of Cannon landed on the Long Wharf; there Formed and

Marched with insolent Parade, Drums beating, Fifes playing and Colours flying up KING STREET, each Soldier having received 16 rounds of Powder and Ball."

The imprint is, "Engraved, Printed & Sold by Paul Revere, Boston."



BOSTON'S STORY IN INSCRIPTIONS

BOSTON'S STORY IN INSCRIPTIONS

BEING REPRODUCTIONS OF THE MARKINGS THAT ARE OR HAVE BEEN ON HISTORIC SITES

PRINTED FOR THE
STATE STREET TRUST COMPANY
BOSTON, MASSACHUSETTS

COMPILED ARRANGED
AND PRINTED UNDER
THE DIRECTION OF THE
WALTON ADVERTISING
AND PRINTING COMPANY
BOSTON MASS

INTRODUCTION

This little book will point out, as you go up and down Boston streets, the points of historic interest. It will show you here and there the scene of some national episode; some event of local interest; the place, perchance, where one of the history-makers was born, lived, or worked. It will present in a scattered way much of Boston's interesting story, much that is known only to the student of history, much that may be an inspiration in raising Boston to a higher civic level.

It does not aim to be a complete record of all the historic sites, but of those only which are, or have been at some time, marked by inscriptions; and it allows the inscriptions to tell their own story. It presents a panoramic sketch of Boston. The arrangement, for the sake of convenience, follows the lines of the different streets, so that one, in going through State, Washington, Hanover, or Tremont Street, may readily locate the points of interest. Perhaps this brochure may lead to the permanent markings of all Boston's historic sites. It is presented to you with the compliments of the State Street Trust Company.

FANEUIL HALL SQUARE

FANEUIL HALL

BUILT 1742

GIVEN TO THE TOWN OF BOSTON
BY PETER FANEUIL
OF HUGUENOT PARENTAGE

THE FIRST STORY WAS USED AS A MARKET
THE UPPER STORY AS A TOWN HALL
BURNED 1761
REBUILT AND SOMEWHAT ENLARGED 1763

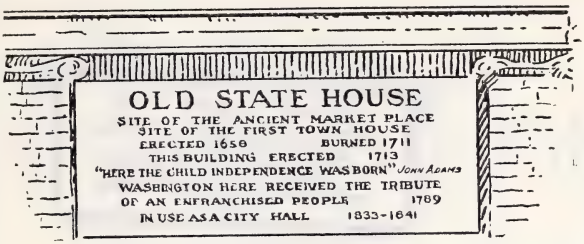
HERE WERE HELD
BOTH BEFORE AND AFTER
THE REVOLUTION
MANY PATRIOTIC MEETINGS
WHICH KEPT ALIVE THE FIRES OF FREEDOM
AMONG THE PEOPLE
AND STIRRED THEM TO GREAT DEEDS
FROM WHICH FACT
THIS HALL BECAME KNOWN
AS

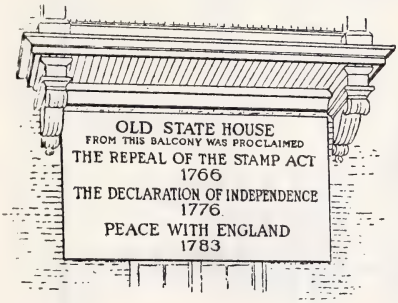
THE CRADLE OF LIBERTY

WEST SIDE

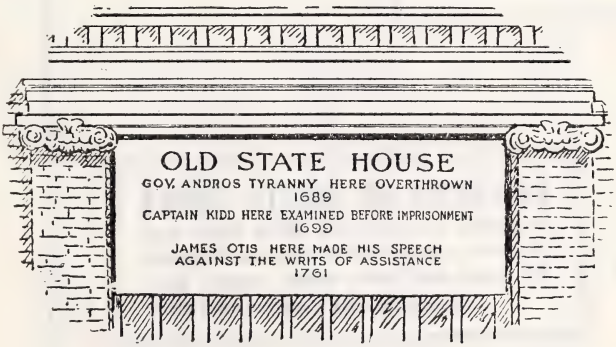
STATE STREET

WEST END OLD STATE HOUSE



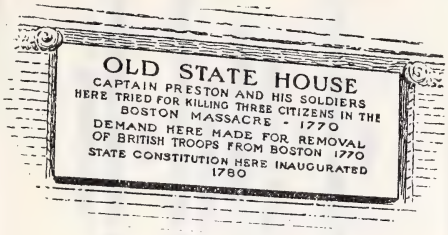


EAST END



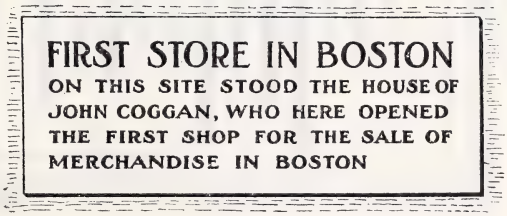
SOUTH SIDE

STATE STREET



NORTH SIDE

SOUTHEAST CORNER WASHINGTON STREET



NUMBER 2

STATE STREET

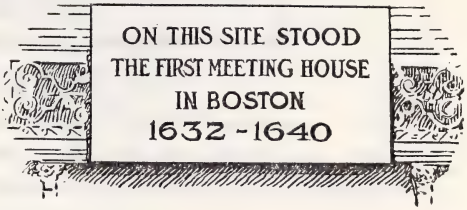
1634
SITE OF PUBLIC MARKET PLACE
1657
FIRST TOWN HOUSE
BURNT 1711 REBUILT 1713
OCCUPIED BY
THE GREAT AND GENERAL COURT
AND
THE ROYAL GOVERNORS UNDER
GEORGE I-II-III

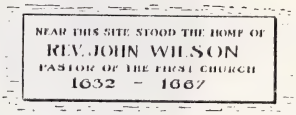
1780
JOHN HANCOCK
SIGNER OF
THE DECLARATION OF INDEPENDENCE
WAS HERE INAUGURATED
FIRST GOVERNOR OF
THE COMMONWEALTH OF MASSACHUSETTS
1780 - - 1798
OCCUPIED BY
THE GENERAL COURT
1830 - - 1839
BY THE CITY GOVERNMENT

IN OLD STATE HOUSE

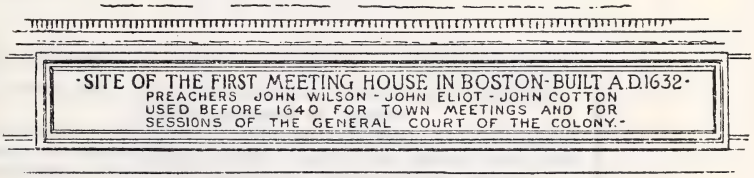
STATE STREET

NUMBER 27





NUMBER 28



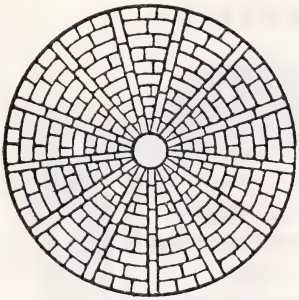
NUMBER 27
ANOTHER MARKING OF FIRST MEETING-HOUSE

STATE STREET

ROYAL CUSTOM HOUSE
THE SITE OF THE ROYAL CUSTOM HOUSE IN 1770.

NUMBER 38

Now office of the State Street Trust Company. In front of this site occurred the Boston Massacre, the exact spot of which is marked by paving-stones, thus:



On the next page is shown the marking on the building opposite the scene of the massacre.

ON THIS SITE WAS THE SHOP OF ANTHONY STODDARD LINEN DRAPER IN 1644 OCCUPIED BY HENRY SHRIMPTON, BRAZIER, IN 1646. HERE IN PROVINCIAL DAYS STOOD THE ROYAL EXCHANGE TAVERN, A POPULAR RESORT UNTIL AFTER 1800 FROM HERE THE FIRST STAGE COACH FROM BOSTON TO NEW YORK WAS STARTED BY NICHOLAS BROWN SEPT. 7, 1772 "TO GO ONCE EVERY FOURTEEN DAYS."

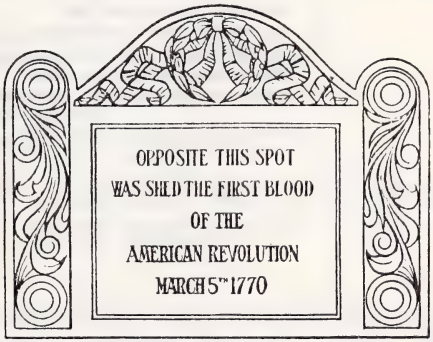
NUMBER 28

STATE STREET

OLD COFFEE HOUSE

SITE OF THE BRITISH COFFEE HOUSE KEPT BY MR. BALLARD IN 1762. HERE JAMES OTIS WAS ASSAULTED BY JOHN ROBINSON, ONE OF THE CUSTOMS COMMISSIONERS IN 1769. IT WAS AFTERWARDS KNOWN AS THE AMERICAN COFFEE HOUSE.

NUMBER 66



WEST CORNER EXCHANGE STREET

GOVERNOR SENNETT HOUSE

ON THIS SITE STOOD THE HOUSE OF ELDER THOMAS SENNETT, ALSO THE HOME OF HIS SON, GOVERNOR JOHN SENNETT.

CORNER CONGRESS STREET

COURT STREET

FRANKLIN PRINTING OFFICE, THE LONG ROOM CLUB
ON THIS SITE STOOD THE PRINTING OFFICE OF JAMES FRANKLIN, PUBLISHER OF THE NEW ENGLAND COURANT, WHERE HIS BROTHER BENJAMIN SERVED AS APPRENTICE. HERE FROM 1769 TO 1776 EDES AND GILL PUBLISHED THE BOSTON GAZETTE. IN A ROOM OVER THE PRINTING OFFICE THE LONG ROOM CLUB HELD THEIR MEETINGS. ITS MEMBERS WERE MOST ACTIVE PATRIOTS. HERE THE LEADERS PLANNED RESISTANCE TO BRITISH AUTHORITY, FROM THE TIME OF THE STAMP ACT UNTIL THE OUTBREAK OF THE REVOLUTION.

EAST CORNER FRANKLIN AVENUE

ON THIS SPOT RESIDED
JOHN LEVERETT GOVERNOR OF
MASSACHUSETTS BAY COLONY 1672-1673
HERE ALSO STOOD THE BUILDING
OCCUPIED AS A POST OFFICE FROM
1771 TO 1788.

SOUTHWEST CORNER WASHINGTON AND COURT

1635. THE OLD COURT HOUSE 1836.
COURT STREET – QUEEN STREET – PRISON LANE

THIS BUILDING WAS ERECTED IN 1836,
ON THE SITE OF THE OLD PRISON OF 1635.
IN THE OLD PRISON CAPTAIN KIDD WAS CONFINED.
THE COURT HOUSE STANDING HERE DURING THE
REVOLUTION WAS THREE STORIES IN HEIGHT,
OF BRICK AND WITH A CUPOLA AND BELL.
IN THE PRESENT BUILDING ANTHONY BURNS THE
FUGITIVE SLAVE WAS A PRISONER IN MAY 1854.

COURT STREET AND COURT SQUARE

SCOLLAY SQUARE

SUBWAY ENTRANCE

ON THIS SITE THE FIRST
DISTRICT WRITING SCHOOL
WAS ERECTED IN
1684
ENLARGED IN
1715 AND 1753
CLOSED IN
1790

GOV. BOWDOIN HOUSE

ON THIS SITE STOOD THE
MANSION HOUSE OF JAMES BOWDOIN,
GOVERNOR OF MASSACHUSETTS,
1785 — 1787.

BEACON STREET, SITE OF HOTEL BELLEVUE

PEMBERTON SQUARE VANE-COTTON HOUSE

VANE-COTTON HOUSE

IN THE HIGHWAY OPPOSITE AND ON
THIS SITE STOOD THE DOUBLE MANSION
HOUSE OF HENRY VANE, GOVERNOR OF
MASSACHUSETTS BAY COLONY, 1636;
AND OF THE REV. JOHN COTTON
MINISTER OF THE FIRST CHURCH

MILK STREET

OLD SOUTH MEETING HOUSE

ON THIS SITE WAS BUILT A D 1670
IN THE GARDEN ORIGINALLY GRANTED TO JOHN WINTHROP
THE FIRST MEETING HOUSE OF THE THIRD OR SOUTH CHURCH
IN WHICH BENJAMIN FRANKLIN WAS BAPTIZED ON THE DAY OF HIS BIRTH JAN. 17, 1706

THE PRESENT STRUCTURE WAS BUILT IN 1729

HERE WERE HELD MANY OF THE TOWN MEETINGS FROM 1761 TO 1775
HERE OTIS ADAMS HANCOCK AND WARREN HELPED TO MOULD PUBLIC OPINION
HERE ON MARCH 6, 1770 AFTER THE BOSTON MASSACRE BY UNANIMOUS VOTE
THE TOWN PEOPLE DEMANDED THE REMOVAL OF THE KING'S REGIMENTS
DECEMBER 16, 1773 WAS HELD THE MEETING WHICH PRECEDED THE
DESTRUCTION OF THE TEA

HERE WERE DELIVERED FROM 1771 TO 1775 THE ANNUAL ORATIONS
BY LOVELL WARREN CHURCH AND HANCOCK
WHICH KEPT THE MEMORY OF THE MASSACRE FRESH IN THE MINDS
OF THE PEOPLE

THIS BUILDING IS A LANDMARK
IN THE ANNALS OF LIBERTY

NORTHEAST CORNER WASHINGTON STREET

WASHINGTON STREET

PAUL REVERE'S SHOP
ON THIS SITE IN 1789 STOOD
THE SHOP OF PAUL REVERE,
GOLDSMITH.

NUMBER
173

NUMBER
209

ON THIS SITE STOOD THE SECOND
MEETING HOUSE OF THE FIRST CHURCH
BUILT OF WOOD; DEDICATED 1640
BURNED 1711; REBUILT 1712, OF BRICK
CALLED THE "OLD BRICK", REMOVED 1807.

ON THIS SITE STOOD THE HOUSE OF
GOV. JOHN WINTHROP ERECTED IN 1644 IN
WHICH HE DIED IN 1649.
IT BECAME THE PROPERTY OF REV. JOHN
NORTON MINISTER OF THE FIRST CHURCH. HIS
WIDOW GAVE IT TO THE THIRD OR OLD SOUTH
CHURCH THE HOUSE WAS USED AS A PARSONAGE
FOR MANY YEARS AND WAS PULLED DOWN FOR
FIREWOOD BY THE BRITISH TROOPS IN 1776.

OLD SOUTH BUILDING

NORTH
CORNER
SCHOOL
STREET

WASHINGTON STREET

NUMBER 239

FIRST TAVERN IN BOSTON

SITE OF SAMUEL COLE'S INN. THE FIRST TAVERN IN BOSTON, 1634. LATER KEPT BY JAMES PENN, AFTERWARD BY WILLIAM PHILLIPS, AND KNOWN AS THE "SHIP TAVERN". IT WAS OWNED BY MAJOR THOMAS SAVAGE. THE GREAT FIRE OF 1711 STARTED IN THE REAR OF THE TAVERN.

PROVINCE HOUSE, 1679.

IN THE REAR STOOD THE PROVINCE HOUSE, THE OFFICIAL RESIDENCE OF THE ROYAL GOVERNORS OF THE PROVINCE OF MASSACHUSETTS BAY FROM 1716 TO 1776. AFTER THE REVOLUTION IT WAS KNOWN AS THE GOVERNMENT HOUSE, AND OCCUPIED BY STATE OFFICERS UNTIL 1796. A PORTION OF THE ORIGINAL WALLS STILL REMAINS.

NUMBER 327

HOUGH'S CORNER

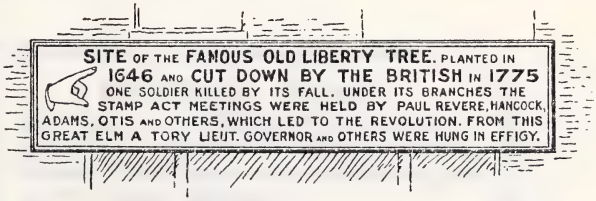
ALSO IT IS ORDERED THAT THE STREET FROM MR. ATHERTON HOUGH'S TO THE CENTRY HILL TO BE LAYD OUT AND SOE KEPT OPEN FOREVER.

Town Records, March 30, 1640.

SOUTHWEST CORNER SCHOOL

WASHINGTON STREET

NEAR ESSEX STREET
OPPOSITE BOYLSTON



ANOTHER MARKING

TREMONT STREET

KINGS CHAPEL

FOUNDED 1686
ITS FIRST BUILDING WAS THE FIRST CHURCH OF ENGLAND IN BOSTON. THE CORNER STONE OF THE PRESENT BUILDING WAS LAID AUG. 11, 1749. AFTER THE REVOLUTION IT BECAME THE FIRST UNITARIAN CHURCH IN THE UNITED STATES

NORTH CORNER SCHOOL STREET

WENDELL POWELL HOUSE

ON THIS SITE STOOD THE WENDELL POWELL HOUSE, OCCUPIED AS A ROYAL CUSTOM HOUSE IN 1759. WASHINGTON LODGED HERE ON HIS VISIT IN 1789.

SOUTH CORNER OF COURT STREET

FANEUIL HOME

ON THIS SITE STOOD THE MANSION HOUSE OF ANDREW AND PETER FANEUIL, WHERE LIEUTENANT GOVERNOR PHILLIPS AFTERWARD RESIDED.

NUMBER 39

TREMONT STREET

HOTEL TOURAINE

ON THIS SITE STOOD
THE RESIDENCE OF JOHN QUINCY
ADAMS, SIXTH PRESIDENT OF THE
UNITED STATES, HERE HIS SON
CHARLES FRANCIS ADAMS WAS
BORN IN 1807.
STATESMAN
MINISTER TO ENGLAND, 1861-1868.

ON THIS SITE
WAS THE HOUSE OF
DANIEL MAUDE
WHO KEPT HERE THE
FIRST FREE SCHOOL
IN 1636
HERE LIVED
FROM 1642 TO 1645
HEZEKIAH USHER
THE
FIRST BOOK SELLER
IN
NEW ENGLAND

MAIN ENTRANCE PARKER HOUSE

ON THIS SITE STOOD
THE MANSION HOUSE OF
JACOB WENDELL, COL. OF
THE BOSTON REGIMENT
IN 1745. AFTERWARDS IT
WAS THE RESIDENCE OF
LIEUT. GOV. MOSES GILL.

PEMBERTON SQUARE

NUMBERS 17 AND 19 TREMONT ROW

JOHN ENDICOTT HOUSE
NEAR THIS SITE STOOD THE HOUSE IN
WHICH JOHN ENDICOTT, GOVERNOR OF
MASSACHUSETTS BAY COLONY, DIED
IN 1665. CAPTAIN CYPRIAN SOUTHACK
AFTERWARD LIVED THERE.

SCHOOL STREET

ON THIS SITE STOOD THE
CHURCH OF THE FRENCH HUGUENOTS,
1716-1741; USED AS A CONGREGATIONAL
CHURCH 1748-1785; OCCUPIED BY
ROMAN CATHOLICS 1788-1803.
FIRST MASS CELEBRATED NOVEMBER 2, 1788.

NUMBER 20

ON THIS SPOT STOOD THE
FIRST HOUSE
ERECTED FOR THE USE OF THE
BOSTON PUBLIC LATIN SCHOOL
This School has been constantly
Maintained since it was established
by the following Vote of the Town
At a General Meeting upon Public Notice
it was agreed upon that our Brother
PHILEMON PORMORT
shall be entreated to become
School master for the teaching
and nurturing of Children with us.
APRIL 13. 1635.

CITY HALL SITE

NUMBER 19

SITE OF CROMWELL'S HEAD TAVERN 1705 1800
COL. GEORGE WASHINGTON SOJOURNED TWO WEEKS
AT CROMWELL'S HEAD IN 1756
PAUL JONES IN 1782 AND LAFAYETTE WERE VISITORS
AT THE HEAD TAVERN.
A FAC-SIMILE OF A BILL FOR A WEEK'S BOARD MADE
OUT TO GEN. RUFUS PUTNAM IN 1785 BY JOSHUA
BRACKETT, LANDLORD, IS ON EXHIBITION IN
THIS RESTAURANT.

SCHOOL STREET

THIS MARKS THE SITES OF
THE LATIN SCHOOLS
OF 1748 - 1810 - 1812 - 1844.

WEST CORNER
CHAPMAN PLACE

HERE STOOD THE HOUSE
OCCUPIED IN 1774-1775 BY
GENERAL FREDERICK HALDIMAND

TO WHOM THE BOSTON LATIN SCHOOL BOYS
MADE PROTEST AGAINST THE DESTRUCTION
OF THEIR COAST
HE ORDERED THE COAST RESTORED AND REPORTED
THE AFFAIR TO GENERAL GAGE WHO OBSERVED THAT
IT WAS IMPOSSIBLE TO BEAT THE NOTION OF LIBERTY
OUT OF THE PEOPLE AS IT WAS ROOTED IN THEM
FROM THEIR CHILDHOOD

THIS TABLET ERECTED BY BOSTON CHAPTER
SONS OF THE AMERICAN REVOLUTION.
1907

CITY HALL
SITE

ON THIS SITE
STOOD THE HOUSE IN WHICH NATHANIEL
DAVID THOMAS AND JOSIAH BRADLEE
WITH JOHN FULTON ASSISTED BY
SARAH BRADLEE FULTON
DISGUISED THEMSELVES AS MOHAWK INDIANS
AND TOOK PART IN THROWING THE TEA
INTO BOSTON HARBOR DECEMBER 16, 1773.

"HURRAH FOR GRIFFINS WHARF
THE MOHAWKS ARE COMING"

PLACED BY "THE BOSTON TEA PARTY" CHAPTER
DAUGHTERS OF THE AMERICAN REVOLUTION.
MARCH 17, 1901.

SOUTH CORNER HOLLIS
AND TREMONT STREETS

HANOVER STREET

SITE OF AMERICAN HOUSE

ON THIS SITE LIVED
GENERAL JOSEPH WARREN
PHYSICIAN, ORATOR AND PATRIOT
WHO FELL AT BUNKER HILL
JUNE 17 - 1775.

PLACED BY THE MASS. SOCIETY
SONS OF THE REVOLUTION
1898.

NEAR RICHMOND STREET

"NEW BRICK CHURCH
THE COCKEREL CHURCH"
1721 — 1844

ON THIS SITE STOOD THE MEETING HOUSE ERECTED IN 1721. THE SOCIETY UNITED WITH THAT OF THE SECOND CHURCH IN 1779 TAKING ITS NAME. THE NEW BUILDING ERECTED IN 1845 WAS SOLD TO THE METHODISTS IN 1849.

NUMBER 298

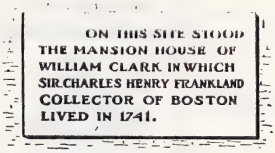
ON THIS SITE STOOD THE HOME OF REV. JOHN MAYO, MINISTER OF THE SECOND CHURCH FROM 1655 TO 1672, AND OF REV. COTTON MATHER, MINISTER FROM 1685 TO 1728.

CORNER NORTH BENNET

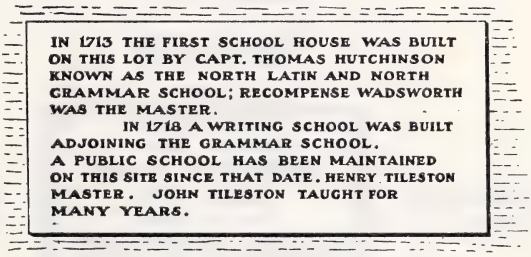
REV. INCREASE MATHER, MINISTER OF THE SECOND CHURCH 1669-1773. REMOVED TO A HOUSE ON THIS SITE AFTER THE GREAT FIRE OF 1676. IT WAS LATER THE HOME OF ANDREW AND JOHN ELIOT, FATHER AND SON MINISTERS OF THE NEW NORTH CHURCH. 1742-1813.

HANOVER STREET

CORNER CLARK



PRINCE AND GARDEN STREETS



SITE ELIOT SCHOOL
NORTH BENNET STREET

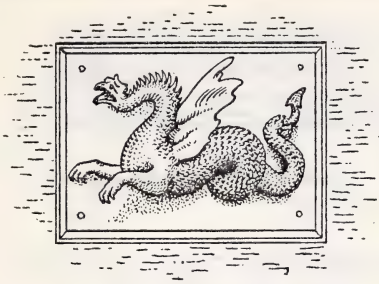
FORT HILL SQUARE

BRATTLE SQUARE

NORTH SQUARE

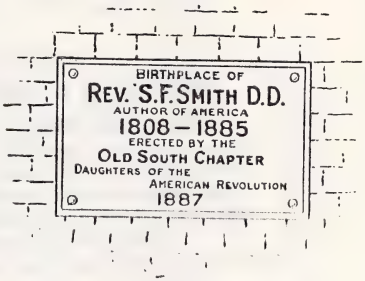
NUMBERS 19 *AND* 21

UNION STREET



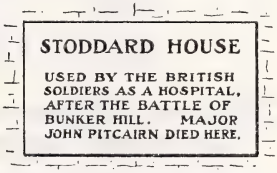
GREEN DRAGON TAVERN WHERE SAINT ANDREW'S LODGE OF FREE MASONS MEET

SHEAFE STREET



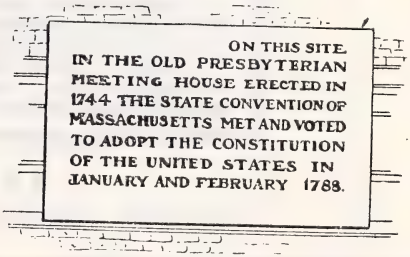
NUMBER 37

PRINCE STREET

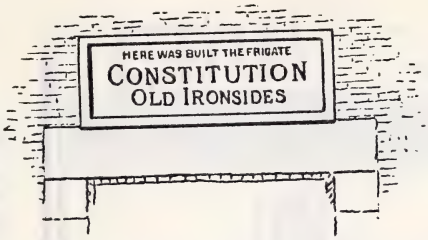


NUMBER 130

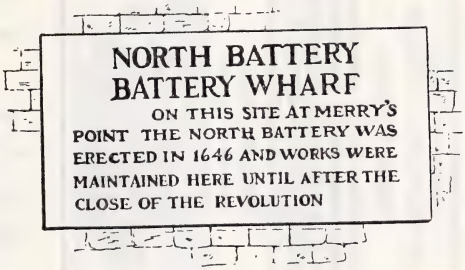
74 FEDERAL STREET



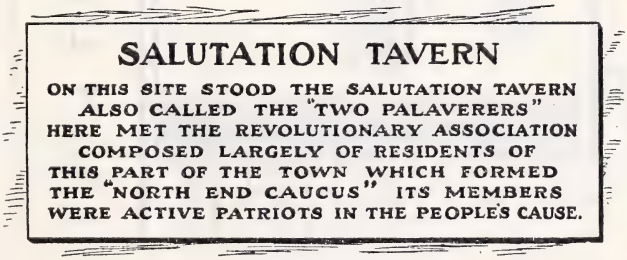
COMMERCIAL STREET



CONSTITUTION WHARF
NUMBER 409

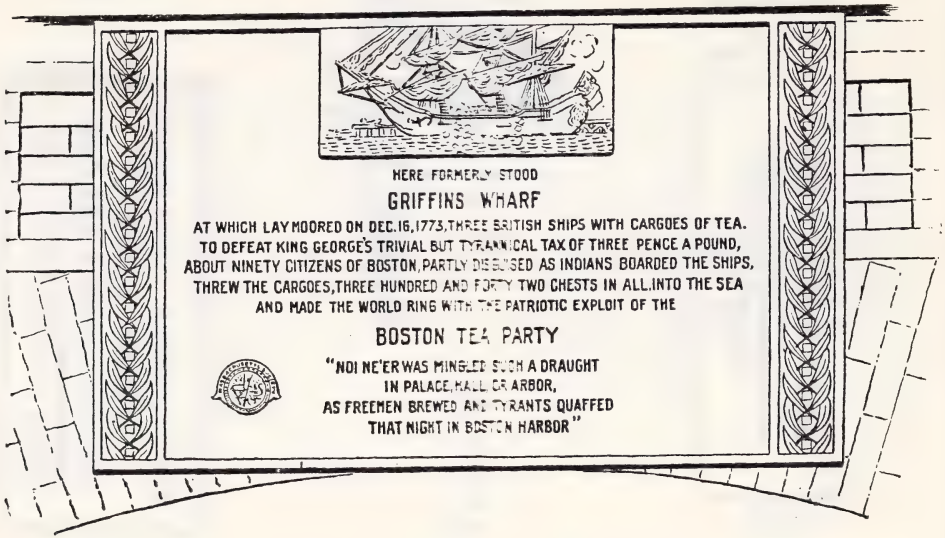


NUMBER 379



BATTERY
CORNER SALUTATION STREET

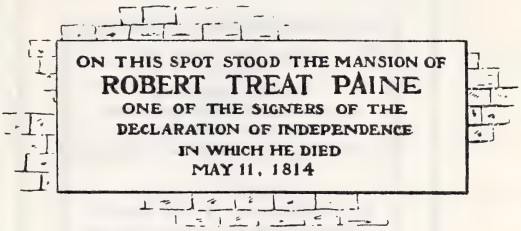
ATLANTIC AVENUE

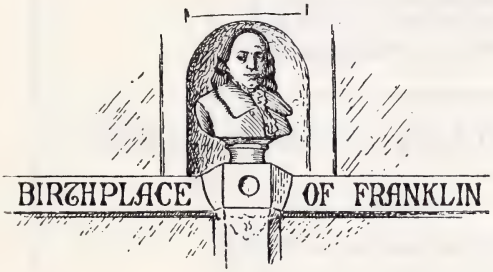


NORTH CORNER PEARL STREET

MILK STREET

WEST CORNER FEDERAL STREET



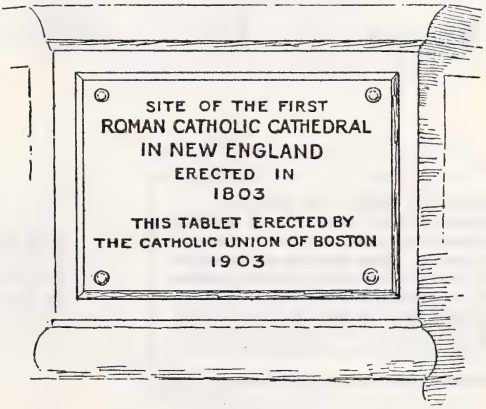


NUMBER 17

SPRING LANE

DEVONSHIRE STREET

CORNER MILK, POST-OFFICE SITE



NUMBER 214

GARDEN COURT STREET

NORTH SQUARE AND MOON STREET

SECOND CHURCH

ON THIS SITE STOOD THE MEETING HOUSE OF THE SECOND OR "OLD NORTH CHURCH; BUILT 1650; BURNT 1676; REBUILT 1677; DESTROYED FOR FIRE-WOOD BY BRITISH SOLDIERS IN 1776, DURING THE SIEGE.

BOSTON NECK

HERE IN 1640 STOOD THE GATEWAY TO THE TOWN DEFENDED BY FORTIFICATIONS ACROSS THE HIGHWAY REBUILT OF STONE AND BRICK IN 1710, STRENGTHENED BY ORDER OF GENERAL GAGE SEPT. 1774. REMOVED AFTER THE REVOLUTION.

WASHINGTON, NEAR DOVER STREET

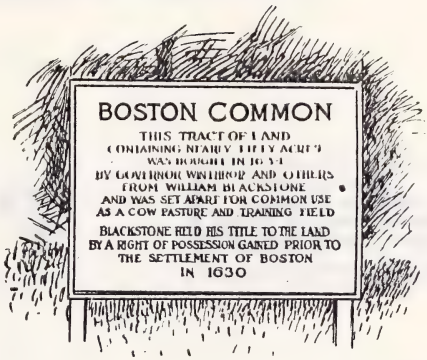
NEAR PRINCE STREET

ON THIS SITE STOOD THE MANSION HOUSE OF THOMAS HUTCHINSON SENIOR, ERECTED IN 1710. IT WAS THE RESIDENCE OF HIS SON THOMAS HUTCHINSON, LIEUT. GOVERNOR OF THE PROVINCE OF MASSACHUSETTS BAY SACKED BY A MOB ON THE NIGHT OF AUGUST 26th 1765 AT THE TIME OF THE STAMP ACT RIOTS REMOVED IN 1834

WINTER STREET

ON THIS SITE ONCE STOOD THE
HOME OF SAMUEL ADAMS
WHO BOUGHT IT IN MAY 1784
AND DIED IN IT OCTOBER 2, 1802.
IN GRATEFUL MEMORY OF THE
FATHER OF THE REVOLUTION
THIS TABLET IS PLACED BY THE
MASSACHUSETTS SOCIETY OF
SONS OF THE REVOLUTION
1893.

CORNER WINTER PLACE



SOUTH WRITING SCHOOL

NEAR THIS SITE STOOD THE SOUTH WRITING SCHOOL BUILT IN 1717. IN 1775 TWO BRASS CANNON OF CAPTAIN ADINO PADDOCK'S COMPANY OF ARTILLERY WERE TAKEN FROM THE GUN HOUSE CLOSE BY AND SECRETED HERE, AND AFTERWARD CARRIED TO THE AMERICAN LINES. THEY ARE NOW IN BUNKER HILL MONUMENT.

WEST CORNER MASON STREET

SALEM STREET

ON THIS SITE STOOD THE HOUSE OF SIR. WILLIAM PHIPS, THE FIRST ROYAL GOVERNOR OF THE PROVINCE OF MASSACHUSETTS BAY, IN 1692, UNDER THE SECOND CHARTER. HIS NEPHEW LIEUT. GOVERNOR SPENCER PHIPS RESIDED HERE 1749.

CORNER CHARTER STREET

NUMBER 160

ON THIS SITE STOOD THE HOUSE OF ROBERT NEWMAN, SEXTON OF CHRIST CHURCH IN 1775.

THE SIGNAL LANTERNS OF
PAUL REVERE
DISPLAYED IN THE STEEPLE OF THIS CHURCH
APRIL 18 1775
WARNED THE COUNTRY OF THE MARCH
OF THE BRITISH TROOPS TO
LEXINGTON AND CONCORD

CHRIST CHURCH THE NORTH CHURCH

PARK STREET

PARK STREET CHURCH
1810.
STANDS ON THE SITE OF THE
GRANARY WHERE THE SAILS OF
THE U.S. FRIGATE "CONSTITUTION"
WERE MADE.
IN THE CHURCH
"AMERICA" WAS FIRST SUNG.

CORNER TREMONT STREET

WEST CHURCH
ON THIS SITE STOOD THE
MEETING HOUSE ERECTED HERE IN 1737;
OCCUPIED AS BARRACKS BY BRITISH
TROOPS DURING THE SIEGE OF BOSTON
WHO REMOVED THE STEEPLE TO PREVENT
THE PATRIOTS FROM USING IT TO SIGNAL
THE PROVINCIAL CAMP IN CAMBRIDGE.

LYNDE AND CAMBRIDGE STREETS

EDWARD EVERETT BIRTHPLACE
ON THIS SITE STOOD THE MANSION OF ROBERT OLIVER
ERECTED IN 1745. AFTERWARD THE RESIDENCE OF HIS
SON, THOMAS OLIVER, LIEUTENANT GOVERNOR. HERE
EDWARD EVERETT WAS BORN APRIL 11, 1794.

EDWARD EVERETT SQUARE

SUMMER STREET

NORTHWEST CORNER HIGH STREET

HERE
WENDELL PHILLIPS RESIDED DURING FORTY YEARS
DEVOTED BY HIM TO EFFORTS TO SECURE
THE ABOLITION OF AFRICAN SLAVERY IN THIS COUNTRY.

THE CHARMS OF HOME, THE ENJOYMENT OF WEALTH AND LEARNING
EVEN THE KINDLY RECOGNITION OF HIS FELLOW CITIZENS
WERE BY HIM ACCOUNTED AS NAUGHT COMPARED WITH DUTY.

HE LIVED TO SEE JUSTICE TRIUMPHANT, FREEDOM UNIVERSAL
AND TO RECEIVE THE TARDY PRAISES OF HIS FORMER OPPONENTS
THE BLESSINGS OF THE POOR THE FRIENDLESS
AND THE OPPRESSED ENRICHED HIM.

IN BOSTON
HE WAS BORN 29 NOVEMBER 1811 AND DIED 2 JANUARY 1884

THIS TABLET WAS ERECTED IN 1894 BY ORDER OF THE CITY COUNCIL OF BOSTON.

ESSEX STREET, CORNER
HARRISON AVENUE EXTENSION

SOUTH BOSTON

HERE THE INDIANS GATHERED AND HELD GREAT FEASTS. NEAR THIS SPOT BELOW HIGH WATER MARK WAS THE GREAT SPRING.

FOOT K STREET

LEEK HILL
SITE OF A THREE-GUN
BATTERY
DURING THE SIEGE
OF BOSTON

LEEK HILL

FIRST MEETING HOUSE
NEAR THIS SPOT THE FIRST MEETING HOUSE WAS ERECTED IN 1631, USED FOR TOWN MEETINGS AND THE FIRST SCHOOL. THE SECOND MEETING HOUSE 1646-1678 STOOD ON SITE CLOSE BY.

DURING THE WAR OF 1812, ENTRENCHMENTS WERE CONSTRUCTED AROUND THE SOUTHEAST SIDE OF "OLD HILL" ON THE BLUFF NEAR THE WATER SIDE. THE MAGAZINE WAS ERECTED NEAR THIS PLACE. HERE THE INDIANS DWELT BEFORE THE WHITE MAN CAME.

DORCHESTER
WATER END SAVIN HILL AVENUE

DORCHESTER

THIS MARKS THE LOCATION OF THE AMERICAN LINES, EXTENDING FROM THE SOUTH BAY TO THE OLD HARBOR OCCUPIED BY THE RIGHT WING OF WASHINGTON'S ARMY DURING THE SIEGE OF BOSTON, 1775 - 1776.

BOSTON STREET

SAVIN HILL

SITE OF TWO BUILDINGS USED AS BARRACKS BY WASHINGTON'S SOLDIERS DURING THE SIEGE OF BOSTON 1775 - 1776. ONE STILL STANDING.

SAVIN HILL

SITE OF FIRST FORT, 1634. "IT IS ORDERED THAT THERE SHALL BE A FORT MADE UPON THE ROCKE ABOVE MR. JOHNSON'S."

SAVIN HILL

STOUGHTON HOUSE

HERE WAS THE HOME OF ISRAEL STOUGHTON, 1630-1645, ALSO OF HIS SON, GOVERNOR WILLIAM STOUGHTON, 1631-1701; AND OF HIS NEPHEW, LIEUTENANT GOVERNOR WILLIAM TAILOR 1702 - 1732.

SAVIN HILL AVENUE AND PLEASANT STREET

HERE ON THE BANKS OF THE NEPONSET, ISRAEL STOUGHTON BUILT THE FIRST GRIST MILL IN NEW ENGLAND IN 1633. THE FIRST POWDER MILL WAS ERECTED IN 1673; THE FIRST PAPER MILL IN 1728 AND THE FIRST CHOCOLATE MILL IN 1763.

BRIDGE AT LOWER MILLS

CHARLESTOWN

SAMUEL DEXTER HOUSE
HOME OF SAMUEL DEXTER, SECRETARY OF WAR, SECRETARY OF THE TREASURY UNDER PRESIDENT JOHN ADAMS. "I HAVE LOST THE ABLEST FRIEND I HAD ON EARTH"—
JOHN ADAMS.

G.A.R. BUILDING GREEN STREET

PEARL STREET OPPOSITE WARREN SCHOOL

OLIVER HOLDEN HOUSE
HERE LIVED THE SWEET SINGER, OLIVER HOLDEN, COMPOSER OF THE TUNES, "CORONATION" "BRING FORTH THE ROYAL DIADEM" AND "CROWN HIM LORD OF ALL". HERE ALSO LIVED THOMAS DOANE.

JOHN BOYLE O'REILLY HOUSE
HERE DWELT JOHN BOYLE O'REILLY, POET, PATRIOT ORATOR. "EACH HEART HOLDS THE SECRET, KINDNESS IS THE WORD".

34 WINTHROP STREET

MAIN, NEAR HENLEY STREET

RICHARD SPRAGUE HOUSE
NEAR THIS SITE DWELT RICHARD SPRAGUE WHO WITH HIS BROTHERS, RALPH AND WILLIAM, FIRST SETTLED IN CHARLESTOWN, 1629.

GEN. DEVENS HOUSE
HERE WAS BORN GEN. CHARLES DEVENS, ATTORNEY GENERAL OF THE UNITED STATES, ASSOCIATE JUSTICE OF THE SUPREME JUDICIAL COURT OF MASSACHUSETTS.

90 UNION STREET

CHARLESTOWN

NATHANIEL GORHAM HOUSE
ON THIS SITE WAS BORN NATHANIEL GORHAM, PRESIDENT OF THE CONTINENTAL CONGRESS, SIGNER OF THE CONSTITUTION OF THE UNITED STATES.

SITE OF SWALLOW'S BRICK STORE

WINTHROP SQUARE

TRAINING FIELD
THE "TRAINING FIELD" OF COLONIAL DAYS

HARVARD STREET

EDWARD EVERETT HOUSE
HERE DWELT EDWARD EVERETT, MEMBER OF CONGRESS 1825-35, GOVERNOR 1836-40, MINISTER TO ENGLAND 1841-1845, SECRETARY OF STATE 1852, UNITED STATES SENATOR 1853-1854

JOHN HARVARD MONUMENT
"JOHN HARVARD; HE WILL TEACH THAT ONE DISINTERESTED DEED OF HOPE AND FAITH MAY CROWN A BRIEF AND BROKEN LIFE WITH DEATHLESS FAME"— PRESIDENT ELIOT,

OLD BURYING-GROUND
PHIPPS STREET, CORNER MAIN

NUMBER 201

HERE WAS BORN
SAMUEL FINLAY BREESE MORSE
27 APRIL, 1791.
INVENTOR OF THE
ELECTRIC TELEGRAPH

MAIN STREET

A COLLECTION OF INTERESTING AND HISTORIC PRINTS

A COLLECTION OF INTERESTING AND HISTORIC PRINTS

BEING A BRIEF PRESENTATION OF
SOME OF THE ORIGINALS AND REPRODUCTIONS
IN THE POSSESSION OF THE
STATE STREET TRUST
COMPANY

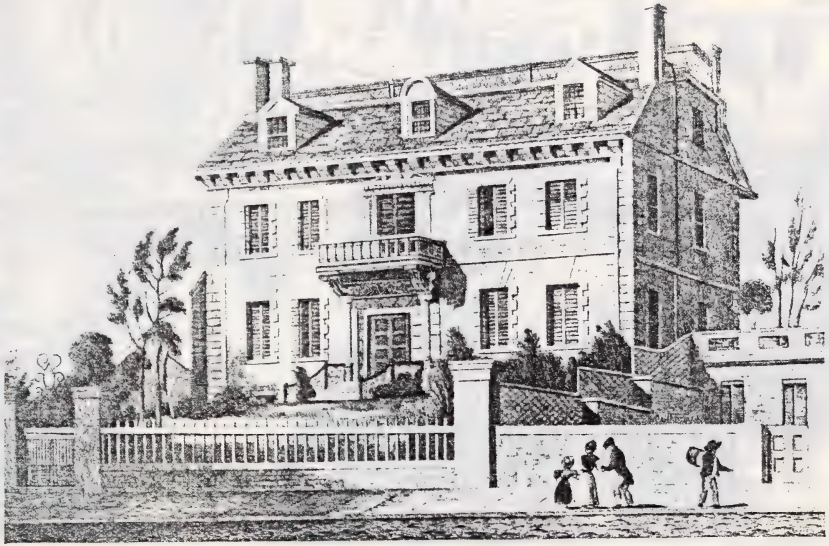
PRINTED FOR THE
STATE STREET TRUST COMPANY
BOSTON MASSACHUSETTS

COMPILED ARRANGED
AND PRINTED UNDER
THE DIRECTION OF THE
WALTON ADVERTISING
AND PRINTING COMPANY
BOSTON MASS

INTRODUCTION

The State Street Trust Company takes this means of presenting to you its compliments. It hopes this booklet of historic prints will be of interest to you. All of the reproductions are taken from copies or originals in the possession of this company, which are to be seen at its main office, 38 State Street. Many of them depict some interesting phase of Boston's history. Please consider this booklet also as an invitation for you to inspect the prints from which these reproductions have been made.

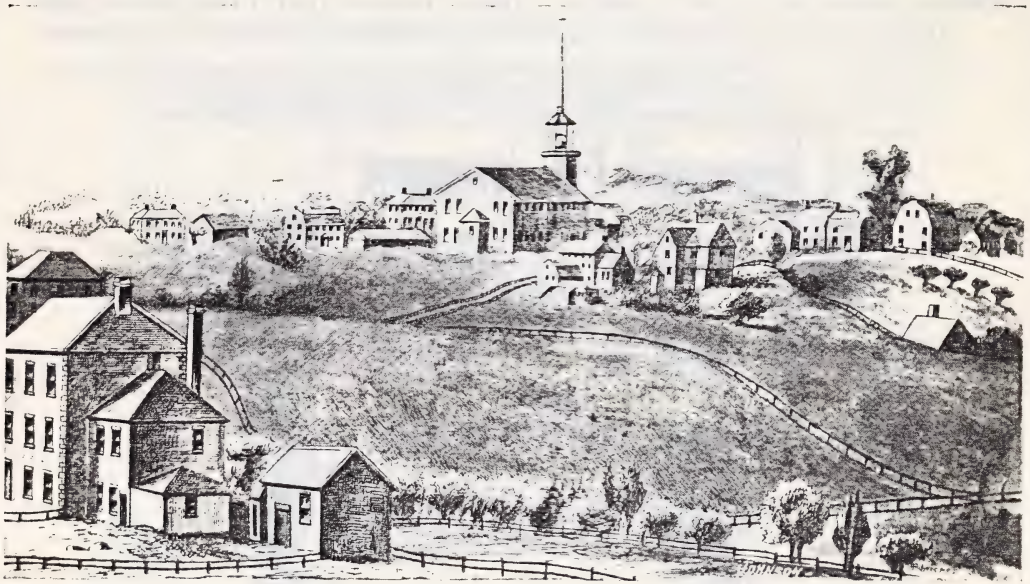
The Bank of England, London, in 1797. Middle Section was built in 1733, the wings 55 years later. Now employs upwards of 1,000 persons, has a military guard and a force of clerks on watch nightly, to insure the safety of approximately $100,000,000 in gold and silver.



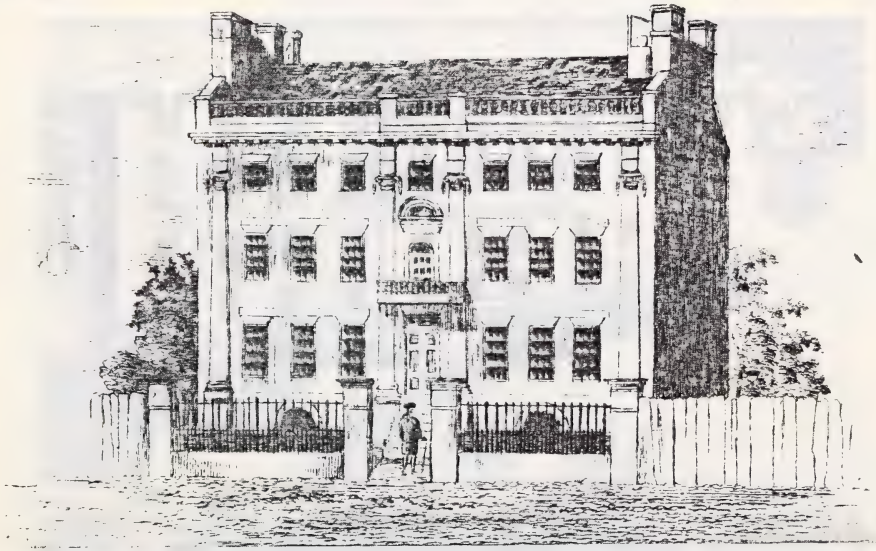
Home of John Hancock, site of the present 29 and 30 Beacon Street. Built 1737, demolished 1863. Occupied during the siege of Boston by the British General Clinton and by Lord Percy. Here were entertained Washington, Lafayette, and other representatives of the French nobility who were our allies in the Revolution.

Celebration incident to the introduction of Cochituate water into Boston, in 1848, and first exhibition play of the fountain in the Frog Pond on the Common. In left foreground, with a dog behind him, is Daniel Webster.

Franklin Street in 1855, then a fashionable residential street. At the right is the first continuous block of houses built in Boston. The distant spire is that of Dr. Channing's church, since become Arlington Street Church. In front of it is the first edifice of the Cathedral of the Holy Cross. The urn within the enclosure was a memorial to Benjamin Franklin.



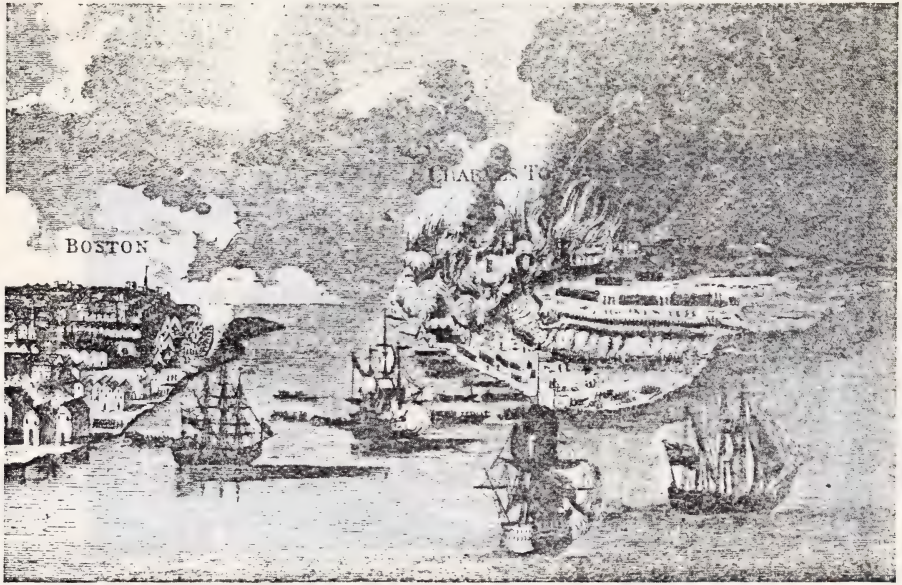
Meeting House Hill, Roxbury, in 1790, showing first church, founded by John Eliot, in what is now known as Eliot Square. The view is from about present corner of Washington and Ruggles Streets. This church edifice built 1746, demolished 1803. From its belfry, the night of March 17, 1776, signal lanterns apprised the surrounding country of the evacuation of Boston by the British troops.



Home of royal governor, Thomas Hutchinson, corner of Garden Court Street and Fleet Street. Built before 1700, demolished 1834. During Stamp-act riots, in 1765, the house was sacked at night, and priceless MSS. data gathered by Governor Hutchinson for his history of Massachusetts was scattered about the streets and lost forever.

Tremont House, site of present Tremont Building, corner Beacon and Tremont Streets. The best hotel in America when built in 1827. Demolished in 1895. Among early guests of the house were Thackeray, Charles and Fanny Kemble, President Andrew Jackson, and Charles Dickens. John Wilkes Booth was there shortly before he shot President Lincoln.

Boston Custom House in 1850, one year after it was built. It then stood at the head of Long Wharf, and to its back door came the waters of the sea and the Hingham sailing packet. This edifice was one of the last of the classical order that had been in vogue since introduced by Charles Bulfinch, 50 years earlier.



View of the attack on Bunker Hill, with the burning of Charlestown, June 17, 1775. From Barnard's History of England. Shows bombardment by British fleet and battery in Copp's Hill Burying-ground and the transportation of British troops across the river from Boston to Charlestown.

State Street in 1801, when it was to a large extent a region of substantial residences and fashionable boarding-houses. The former royal custom house, in front of which is seen a man holding a horse, was on the site of the present Union Building, the first floor of which is occupied by the State Street Trust Company.

First steam railway passenger train, Mohawk & Hudson River Railroad, October, 1831, ran from Albany to Schenectady, 16 miles. Locomotive John Bull, built in England, weighed four tons, one-fortieth the weight of a modern locomotive; burnt wood only. Engineer, John Hampton, Englishman; cars, former stage-coaches, placed on flange wheels.

Burning of the Old State House, at that time City Hall, in 1832, from an original fireman's certificate. The blaze was not serious, having been confined to the attic story.

Boston Massacre, State Street, corner of Exchange Street, night of March 5, 1770. First bloodshed of the Revolution, seven citizens killed by British soldiers. Building at right, marked "Butcher's Hall" and "Custom House," in front of which soldiers stand, marks site of State Street Trust Company to-day.

Union Building, home of the State Street Trust Company. Built about 1810. Here was the house and dry-goods shop of Anthony Stoddard, the richest Bostonian and greatest real estate operator of his time. The record of his death in 1687 says, "He was the ancientist shopkeeper in towne." Downing Street, London, the diplomatic centre of the British Empire, was named for Mrs. Stoddard's brother, George Downing. Stoddard's house seems to have become the States Arms tavern, where the magistrates from the town house dined, and was succeeded by the royal custom house, which in turn was followed by the present Union Building. The Stock Exchange was here in the early fifties. This corner was starting-point for first regular stage-coach to New York City, in 1772.

The Manchester Almanack,

With a TIDE TABLE for Liverpool, showing the Times of High Water and Height of the Tide at the Outer Hoyle Dock Gate.

FOR THE YEAR OF OUR LORD, **1817,** BEING THE FIRST AFTER LEAP YEA

To be continued Annually.

THE MANCHESTER (ENGLAND) EXCHANGE IN 1817. THEN THE GREATEST COTTON MARKET IN THE WORLD. BUILT 1809, DEMOLISHED 1869.

View looking down State Street in 1850. At right, with Grecian columns, is old Merchants' Exchange Building. Built 1841, demolished 1889, and succeeded by the present Exchange Building. It was the site of Governor John Winthrop's first mansion in Boston, built in 1631.

View of the great Boston fire, November 9 and 10, 1872, which burned for days, and swept sixty acres in the heart of the business district, destroying property to the value of $100,000,000.

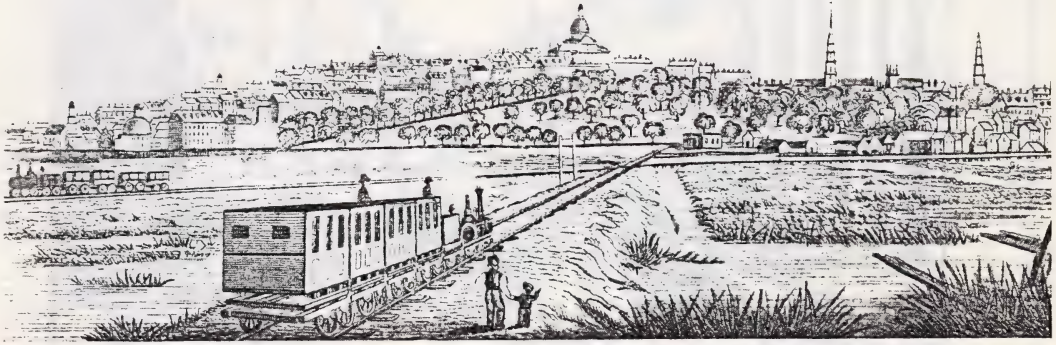
View down State Street, from the lower end of the Old State House, in 1865.

OLD STATE HOUSE.

ON THE OPPOSITE PAGE IS SOUTH-WEST VIEW OF OLD STATE HOUSE IN 1795, WHEN THERE WERE NO SIDEWALKS IN BOSTON. ON THE CORNER OF STATE STREET, AT THE LEFT OF THE STATE HOUSE, JOHN COGAN OPENED THE FIRST SHOP IN BOSTON IN 1634; ON THE CORNER AT THE RIGHT LIVED CAPTAIN ROBERT KEAYNE, FOUNDER OF THE ANCIENT AND HONORABLE ARTILLERY COMPANY IN 1637. THERE, BEFORE THE REVOLUTION, GENERAL HENRY KNOX, WASHINGTON'S CHIEF OF ARTILLERY, LEARNED THE TRADE OF BOOKSELLER. THIS VIEW SHOWS THE QUADRANGLE FORMING THE ANCIENT PURITAN MARKET-PLACE, IN THE MIDDLE OF WHICH THE TOWN HOUSE, LATER THE OLD STATE HOUSE, WAS BUILT.

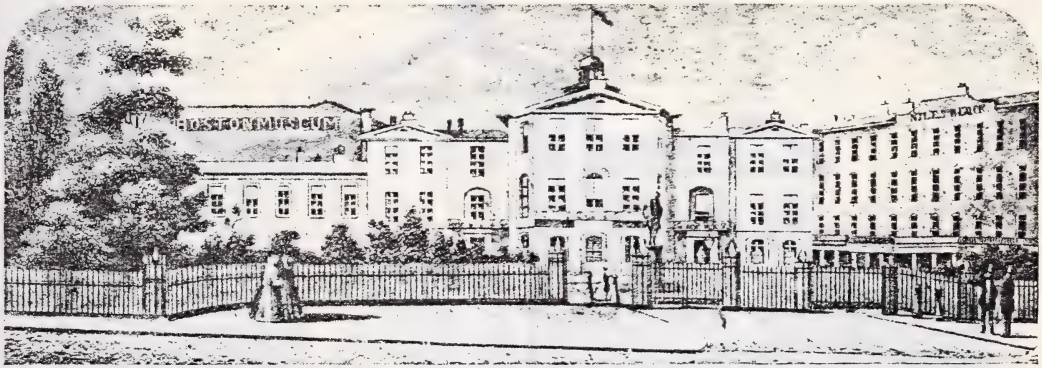
Landing British troops on Long Wharf, September 30, 1768, as result of Stamp-act troubles. The second church spire from the right is that of the present Old North. The Old State House and Faneuil Hall are also conspicuous. Drawn and engraved by Paul Revere.

View of Boston from Dover Street Bridge, about 1825, from a French lithograph of the time. This was the first bridge from the city proper to South Boston.

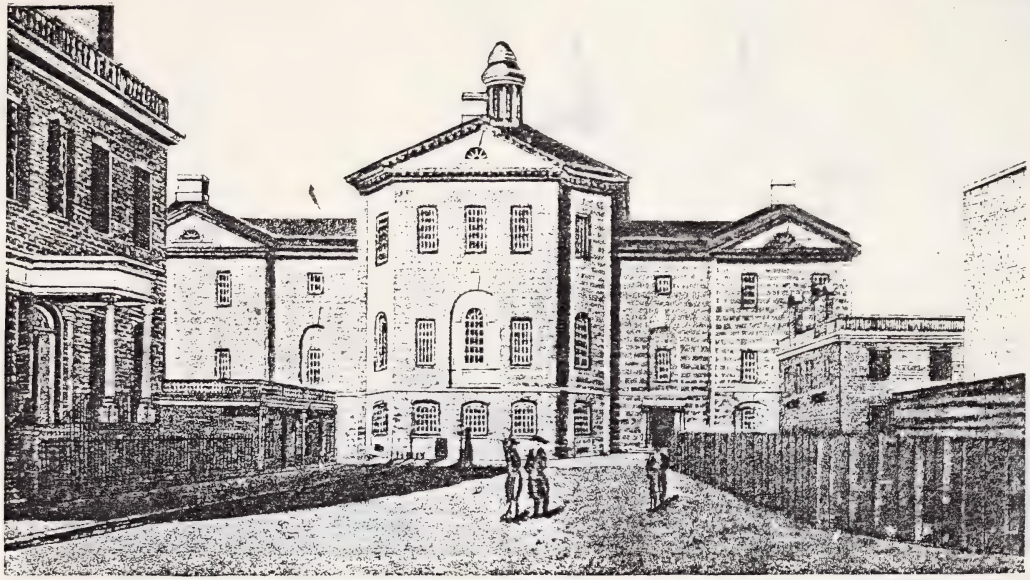


The Back Bay and Beacon Hill, with the Providence and the Worcester Railroads, as seen about 1840, from the crossing of the present West Newton Street and the Providence Railroad.

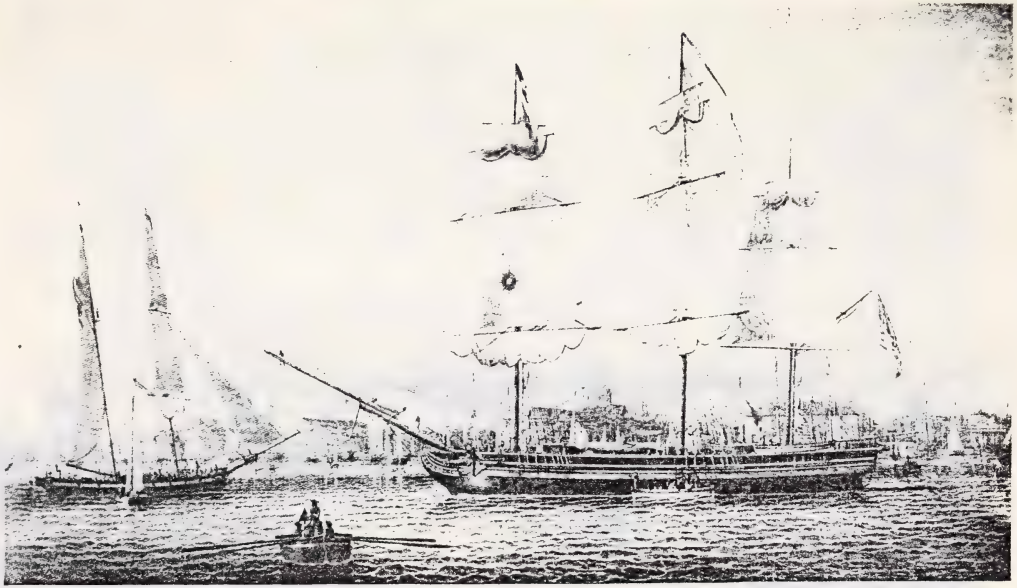
State Street and Old State House in 1849. On the right, near the Old State House, are seen the tall columns of the then famous United States Bank Building. Note the two-wheeled, one-horse truck, which vanished from Boston's streets soon afterward.



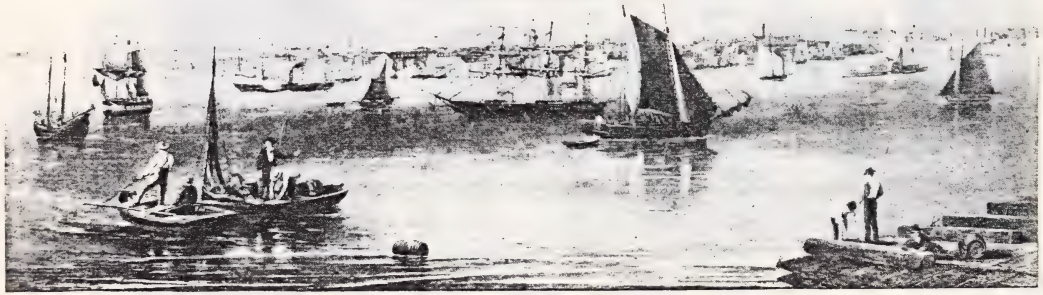
Boston's first City Hall, School Street, in 1856. Built 1811, known as the Court House, or as Johnson Hall, till Boston became a city in 1822. Gave way to present City Hall in 1865.



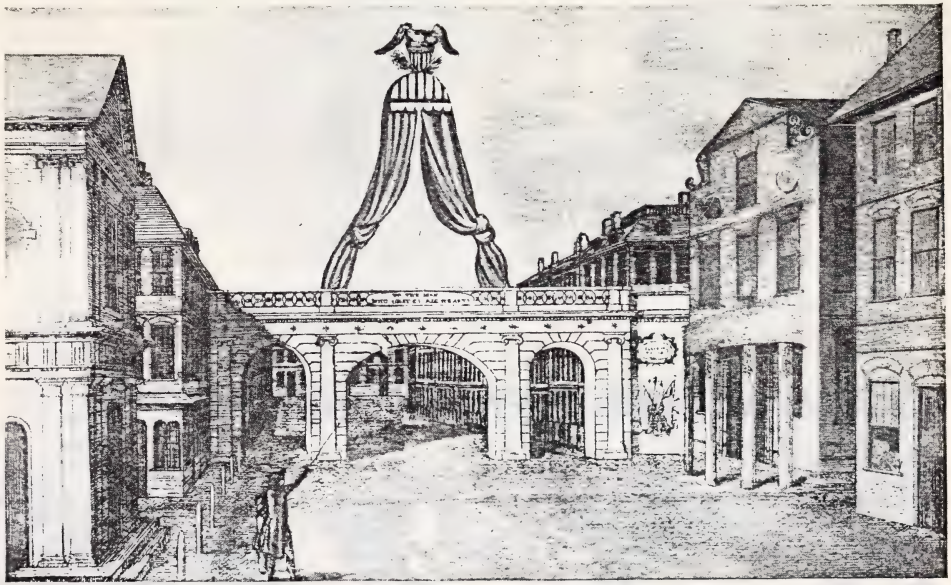
Suffolk County Court House in 1813. Also known as Johnson Hall. Became Boston's first City Hall in 1822. Site of present City Hall, School Street. The large building at the left was Barristers' Hall, and the one-story structure just beyond was an old "hand-tub" engine-house.



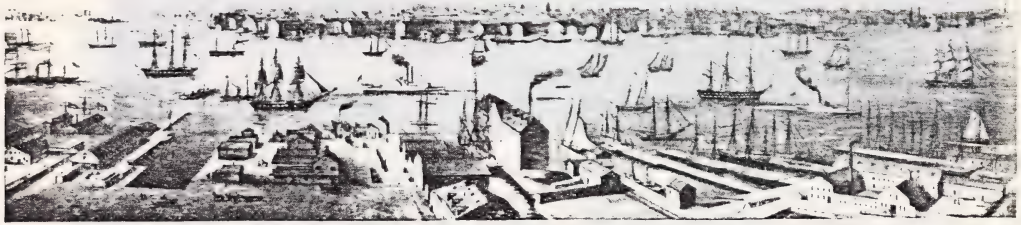
Wharves of Boston, in the heart of the business section, in 1829. Painted by Robert Salmon, most noted of Boston's early marine painters, who lived and worked at the seaward end of Battery Wharf.



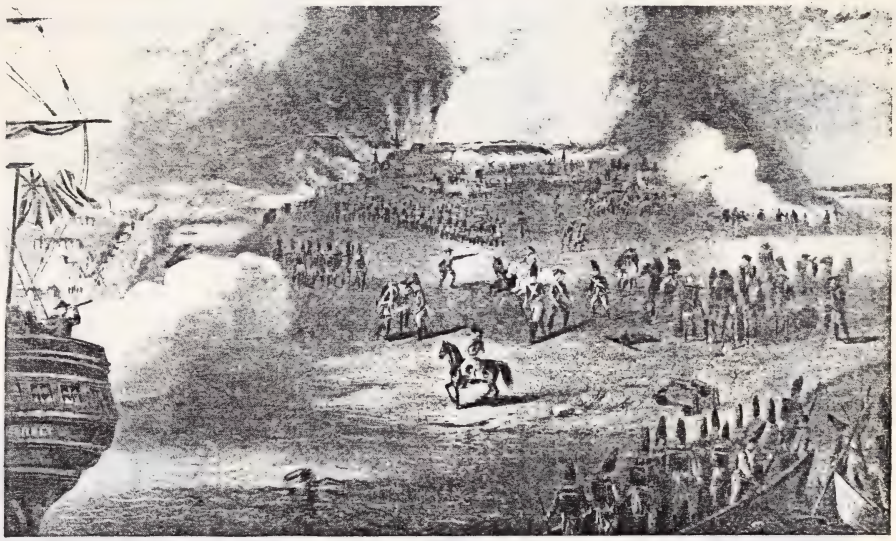
View of Boston from the harbor, in 1856. The tall church spire seen behind the ship in the foreground was at the intersection of Federal and Franklin Streets.



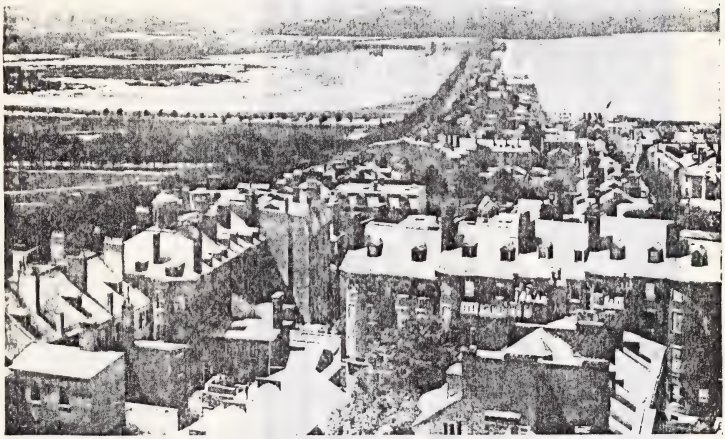
Washington's Triumphal Arch, during his visit to Boston in October, 1789. It crossed Washington Street from the corner of State to Court Street. A choir, seated on its top, sang an ode to Washington, who sat on a temporary balcony, seen at the end of the Old State House.



View of Boston from East Boston, in 1848.



Battle of Bunker Hill and burning of Charlestown, June 17, 1775. British reinforcements from Boston landing on site of present Navy Yard, and forming for third and finally successful assault on American redoubt at top of hill. In the foreground is the British man-o'-war "Somerset," under the stern of which Paul Revere rowed across Charles River to Charlestown, to start on his midnight ride to Lexington, April 18, 1775.



The Back Bay, seen from the State House, about 1857, just before work of filling in began. The Mill Dam, now Beacon Street, extends across the waters, the little cluster of houses in the distance marking its present junction with the Fenway. Arlington Street, bordered with trees, forms the shore line beyond the Public Garden.

Coliseum, in which first Peace Jubilee took place, in 1869, on site of Museum of Fine Arts, Copley Square. In lower right-hand corner of picture is site of present Walker Building, Massachusetts Institute of Technology.

Old South Meeting House, built 1729. Abandoned as a place of worship in 1872. The brick block at the left was the first business block built in Boston. The sidewalk in front of it was also the earliest constructed here, and was for years before and after 1800 the fashionable afternoon promenade of the town.

PANORAMIC VIEW OF TREMONT STREET IN 1852, SHOWING BOTH SIDES OF THE STREET FROM SCOLLAY'S SQUARE TO WINTER AND PARK STREETS. SCARCELY HALF A DOZEN OF THE BUILDINGS NOW REMAIN.

Meeting House of First Church of Hingham, Mass., built 1681, still standing. Cost 430 pounds to build. The type of architecture that prevailed for churches in New England for more than one hundred years after the beginning of the colony. Similar to Boston's First Church, site of present Rogers Building, and in which General Court met and witches and Quakers were tried and condemned to death.

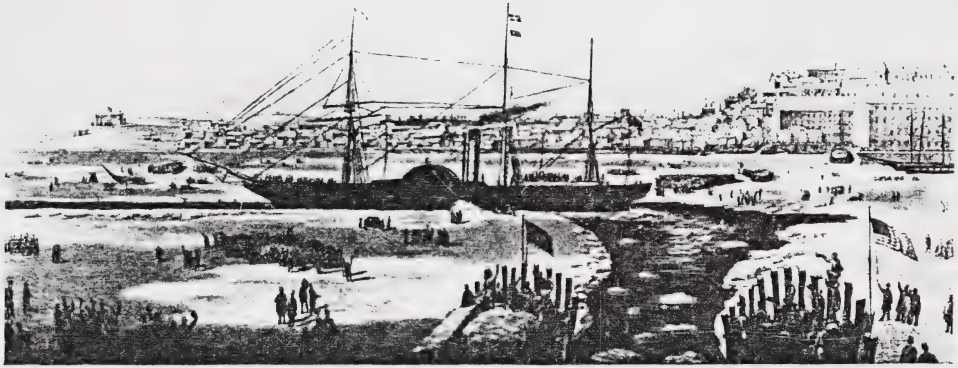
Exchange Coffee House, Boston's earliest "sky-scraper" and the finest public house of its day. Built 1808, burned 1819. Its site is now numbered 19–25 Congress Street. It was bounded on three sides by Congress Square. It was the temporary home of Davy Crockett and of President Monroe, when each visited Boston, about 1818.

Birthplace of General Joseph Warren, who fell at Bunker Hill. Built 1720, demolished 1846. The house that succeeded it is numbered 130 Warren Street, Roxbury.

Bird's eye view of Mt. Vernon, the Home of Washington.

View of Boston.

Whig mass meeting on Boston Common, September 19, 1844. Return of the procession. Respectfully inscribed to Clay Club No. 1, Boston.



The Cunard Line's first steamship, "Britannia," escaping from ice-bound Boston Harbor, on February 3, 1844, through a passage one hundred feet wide and seven miles long, cut through the ice at an expense of $1,500, defrayed by leading Boston merchants.

Forty of Boston's Immortals

FORTY OF BOSTON'S IMMORTALS

PRINTED FOR THE
STATE STREET TRUST COMPANY
BOSTON MASSACHUSETTS

COMPILED ARRANGED
AND PRINTED UNDER
THE DIRECTION OF THE
WALTON ADVERTISING
AND PRINTING COMPANY
BOSTON MASS

FOREWORD

THIS small book presents for your entertainment and information the portraits and a concise description of forty of those representative men who during the past have achieved prominence in various walks of life and whose lives belong to the history of Boston.

It does not purpose to be a complete record, but affords merely a glimpse and a thumb-nail history, as it were, of those whom the consensus of opinion would deem worthy of a place in a Boston Hall of Fame. Only those who have spent the greater part of their lives in Boston or Greater Boston, or have accomplished their work here, have been considered. Where no portraits are in existence, monuments have been reproduced.

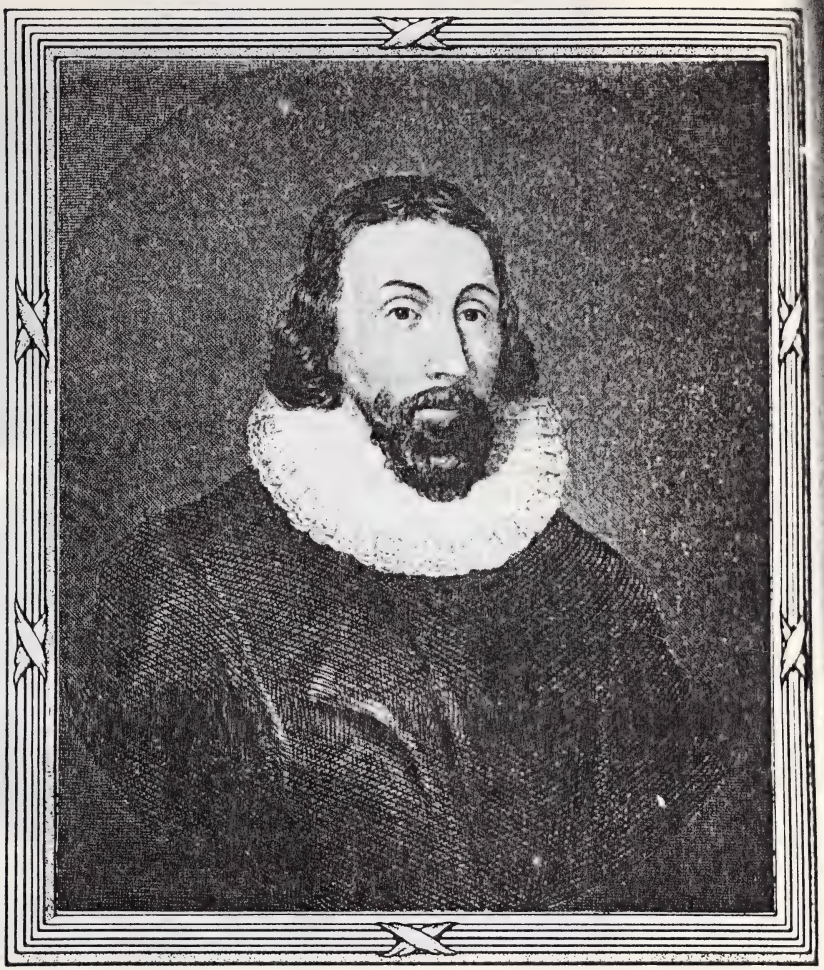
The State Street Trust Company hopes that you will find this brochure worthy of preservation. Thanks are due to Mr. Charles F. Read, of the Bostonian Society, and to Mr. Charles H. Taylor, Jr., for their assistance in the gathering of matter for this book. It is presented to you with the compliments of the State Street Trust Company.

JOHN COTTON
Clergyman

Born Derby, England, April 12, 1585

Died Boston, December 23, 1652

Rev. John Cotton, the vicar of St. Botolph's Church, Boston, England, for more than twenty years, fell under the ban of Archbishop Laud, and fled to New England, arriving here in 1633. He was ordained in the same year as colleague and teacher of the church in Boston, and became widely known as a preacher. He was deeply versed in the ancient languages, and published many religious works. A tablet was placed to his memory in St. Botolph's Church in 1859, chiefly by his descendants in New England, and a recumbent statue of him was erected in the First Church of Boston a few years ago, also by his descendants.

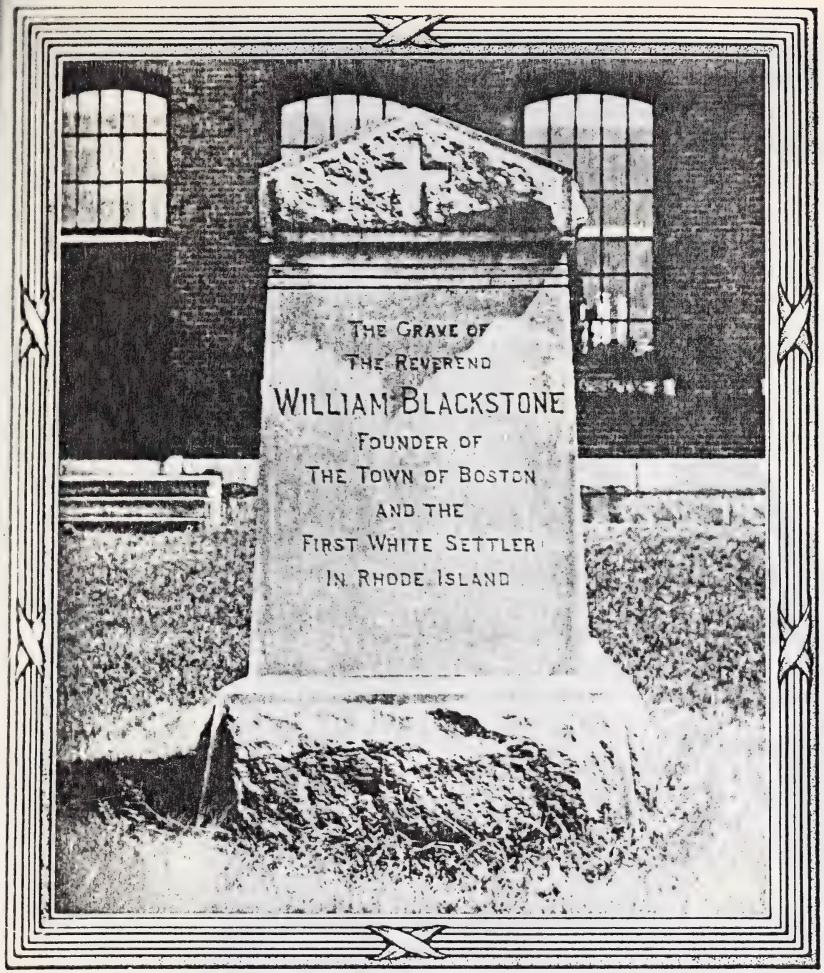


JOHN WINTHROP
Governor of Massachusetts

Born Groton, England, January 12, 1587

Died Boston, March 26, 1649

John Winthrop was made governor of the Massachusetts Bay Company in England in 1629, and came to New England in what is now called the Winthrop fleet. The colonists of this company, who brought their charter with them, settled Boston in 1630, and Winthrop was chosen governor each year until 1634 and for several terms in later years. His rule was marked by ability and firmness. A man of spotless character and the leading citizen in the colony, he was deeply mourned at his death.



WILLIAM BLACKSTONE
First Settler in Boston

Born England, 1595

Died Rehoboth, R.I., May 26, 1675

William Blackstone, a graduate of Emmanuel College, Cambridge, England, and a clergyman, had been the sole inhabitant of Shawmut for several years, when the Winthrop Company settled there in 1630 and gave it the name of Boston. His home was on the southerly slope of the eminence we now call Beacon Hill, near the present corner of Beacon and Charles Streets. In 1634, desiring to continue a life of retirement and study, Blackstone sold his estate and rights in the neck of land called Boston to the town authorities, and removed the following year to Rehoboth, R.I., where he resided until his death. His grave is located in Cumberland, R.I., and a monument has been erected over it to his memory.

JOHN ELIOT

Born Widford, England, August, 1604 — Apostle to the Indians — Died Roxbury, Mass., May 20, 1690

Rev. John Eliot came to New England in 1631, and was ordained the next year as pastor of the church at Roxbury. He continued in this charge until his death, and was venerated by the people of the town as their spiritual leader. He published many sermons and tracts, as was the custom of his time. John Eliot is best remembered for his effort to Christianize the Indians near the English settlements around Boston and in New England, and he was regarded as one of the most successful Indian missionaries. To improve their spiritual condition, he even learned their language, and published a Bible and grammar in the Indian dialect. *The illustration is from an old print, but not authentic, as no portrait is in existence.*

JOHN HARVARD

Born Southwark, England, November 29, 1607

First Benefactor of Harvard College

Died Charlestown, Mass., September 14, 1638

John Harvard, the first benefactor of the college which bears his name, was born in England, and was graduated at Emmanuel College, Cambridge, England, in 1631. He emigrated to New England in 1637, being made a freeman of the Massachusetts Bay Colony in November of that year. He was soon ordained as pastor of the church in Charlestown, but died ere he had long filled the ministerial office. John Harvard left to the college at Cambridge half of his estate and also a library of more than three hundred volumes. As a tribute to his memory, the alumni of Harvard College erected in 1828 a monument in the ancient burial-place in Charlestown where he is interred.

SAMUEL SEWALL

Born Bishopstoke, England, March 28, 1652 — Jurist — Died Boston, January 1, 1730

Samuel Sewall came to New England from England when a child. He was graduated at Harvard College in 1671, and later studied divinity, but marrying the daughter of John Hull, the rich mint-master of Boston, he devoted his future life to the public service. He held high office for many years in both the legislative and judicial branches of the Province of Massachusetts Bay. While a judge, he was relentless in his treatment of the so-called witches, and many of them were given their death sentences by him. Afterwards, seeing his awful mistake, before a large congregation he confessed his error, and begged the people to pray "that God might not visit his sin upon him, his family, or upon the land." Judge Sewall was one of the leading citizens of Boston of his time, and is best known to the present generation by his published diary, which is a wonderful pen picture of the time in which he lived.

COTTON MATHER
Clergyman

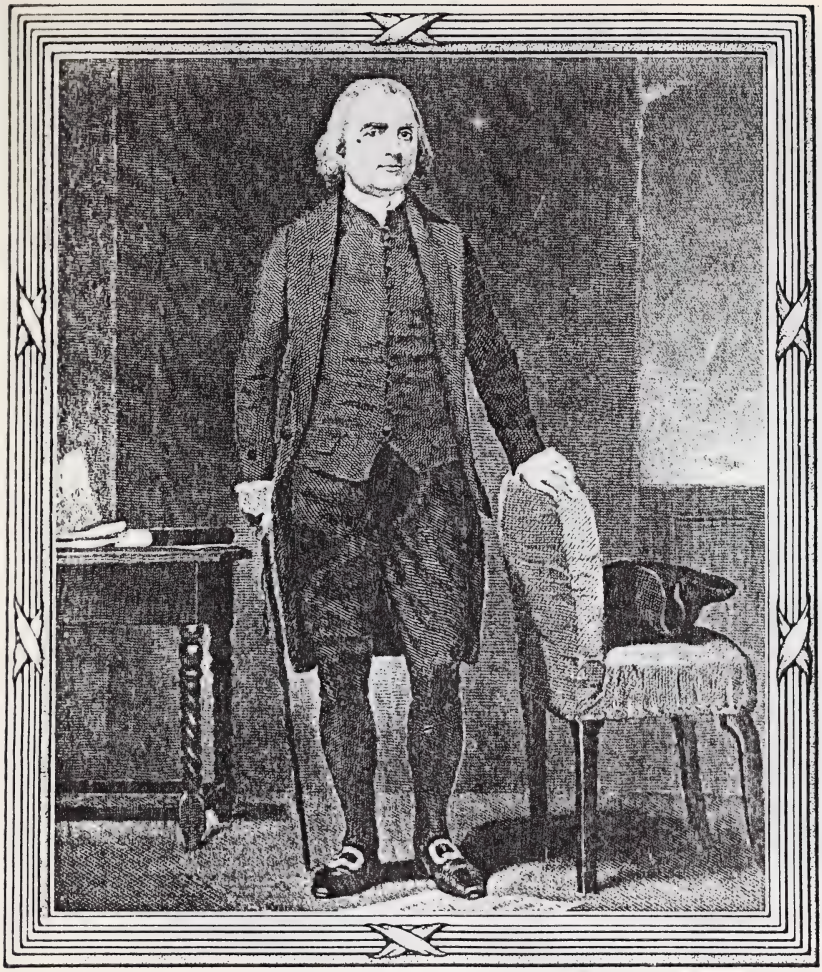
Born Boston, February 12, 1663 — Died Boston, February 13, 1728

Cotton Mather was so precocious a student that he was graduated with honor at Harvard College when he was sixteen years old. He then taught school for several years, after which he was ordained to the ministry and became colleague of his father, Rev. Increase Mather, then pastor of the "Old North" Church in Boston. He remained with this church as colleague and pastor until his death. He was a strong believer in witchcraft, and took a leading part in the persecution and trials of the so-called witches. His writings, of which perhaps the best known is his "Magnalia," comprised nearly four hundred volumes, chiefly of a religious nature.

PETER FANEUIL

Born New Rochelle, N.Y., June 20, 1700 — Merchant Benefactor — Died Boston, March 3, 1743

Peter Faneuil, the son of a French Huguenot, became at the age of forty years the richest merchant of Boston. It was therefore wholly appropriate that he should build for the town of his adoption a market, over which should be a hall for the citizens of Boston to assemble in town meeting. The building was dedicated to public use as Faneuil Hall, September 10, 1742, and was the meeting-place of the patriots preceding and during the Revolution, from which fact it came to be known as the Cradle of Liberty. The hall and market are still in daily use.



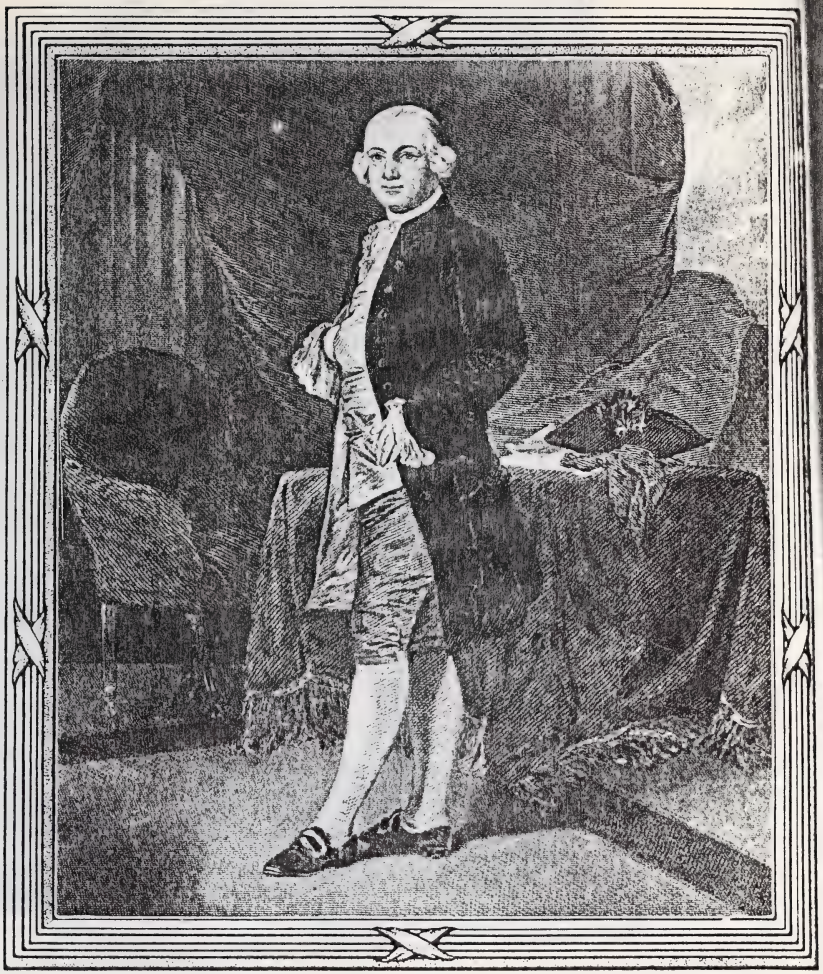
SAMUEL ADAMS

Born Boston, September 27, 1722

Patriot, Governor of Massachusetts

Died Boston, October 2, 1803

Samuel Adams, by his patriotic advocacy of the liberties of the people in the American colonies, came to be known as "Father of the Revolution." He condemned British rule, and was one of the leaders in the events which immediately preceded the Revolution. He was a prominent member of the Continental Congress from 1774 to 1781, a signer of the Declaration of Independence, and exerted great influence in the councils of his fellow-countrymen. Samuel Adams continued in public life after the great conflict was won, and was lieutenant-governor of Massachusetts and later governor. His death was the occasion of national mourning.

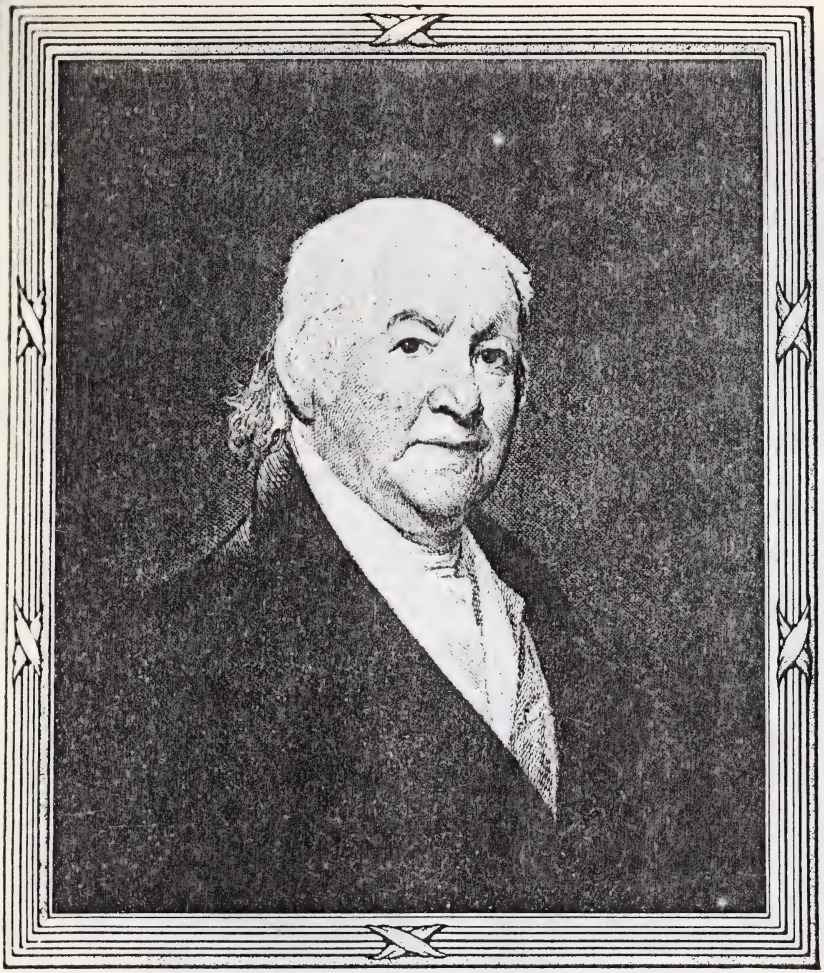


JAMES OTIS
Patriot

Born West Barnstable, Mass., February 5, 1725

Died Andover, Mass., May 23, 1873

James Otis was graduated at Harvard College in 1743, and became a lawyer, practising in Plymouth, Mass., and also in Boston, where he became widely known. His public career began in 1761, when in the present old State House he made his famous speech against the writs of assistance. He was soon elected to the General Court of Massachusetts, and he and Samuel Adams became the leading spirits of the patriots in the earlier events which preceded the Revolution. In 1769, as the result of a brutal assault by a political enemy, his brilliant mind became weakened, and the remainder of his life was spent in retirement.



PAUL REVERE

Patriot

Born Boston,
January 1, 1735

Died Boston,
May 10, 1818

Paul Revere, who was of French Huguenot descent, was by trade a silversmith, engraver, and bell founder, and examples of his work are highly prized to-day by those who possess them. One of the best known of his engravings is his picture of the Boston Massacre. He became prominent in political events before the Revolution, and was made famous by his ride with William Dawes on the night of April 18, 1775, through the Middlesex villages to warn the country folk of the British expedition to Concord. Throughout the war he rendered efficient service to the patriot cause. Revere was grand master of the Grand Lodge of Massachusetts from 1794 to 1797 and first president of the Massachusetts Charitable Mechanics Association from 1794 to 1797.

JOHN ADAMS

Born Braintree, Mass., October 19, 1735

Second President of the United States

Died Quincy, Mass., July 4, 1826

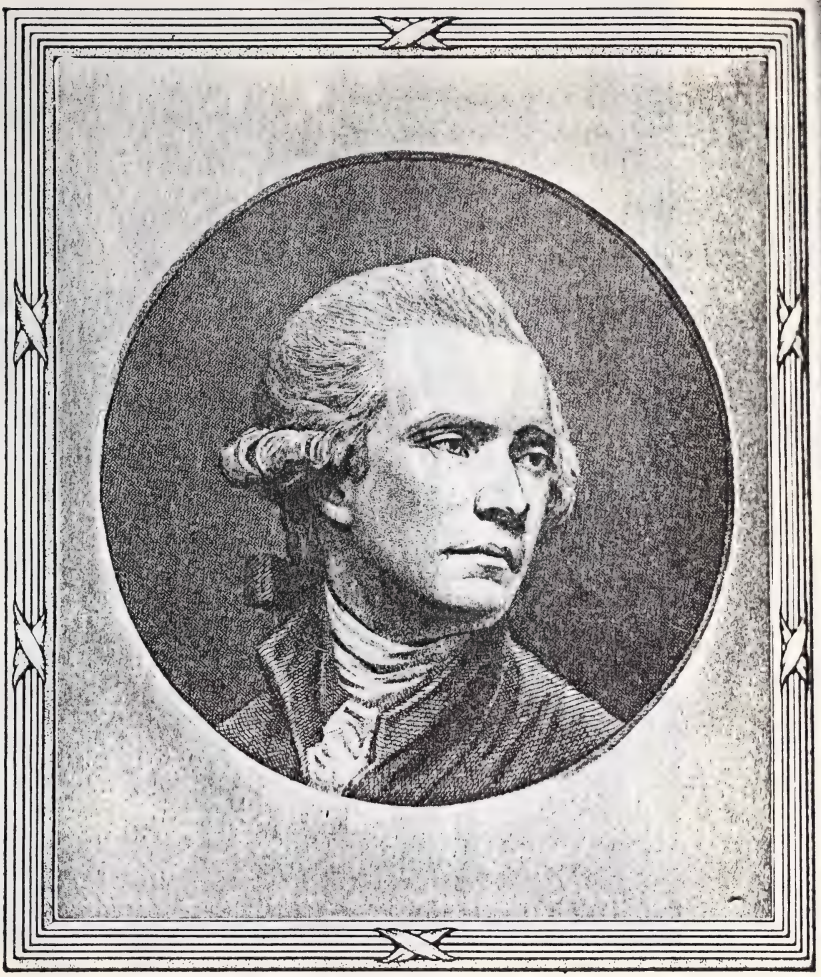
John Adams, the son of a farmer, having taught school at Worcester and having studied law, soon acquired a reputation as a lawyer in his native town. He was counsel for the town of Boston in the opposition to the Stamp Act, and in 1770, having removed to that town, was elected to the General Court of Massachusetts. From this time he was continuously in public life for more than thirty years. He was a member of the Provincial and Continental Congresses and a signer of the Declaration of Independence. He went to France, Holland, and England on diplomatic missions, and was Vice-President of the United States when George Washington was President, and President from 1797 to 1801. At the expiration of his term as President he retired to private life.

JOHN HANCOCK
Patriot

Born Quincy, Mass., January 12, 1737

Died Quincy, Mass., October 8, 1793

John Hancock, upon completing his education, entered the counting-room of his uncle, Thomas Hancock, a wealthy Boston merchant, and inherited his uncle's business and estate when he died in 1764. His Boston residence was the famous Hancock House, which stood on Beacon Street until the year 1863, and for many years the mansion was the scene of much social and political activity. Becoming one of the leaders of the patriots, he was president of the Continental Congress in Philadelphia from 1775 to 1777, and as such was the first delegate to sign the Declaration of Independence in 1776. He was the first State governor of Massachusetts from 1780 to 1785, and was also elected annually from 1787 until 1793, when he died in office.



JOHN SINGLETON COPLEY

Born Boston, July 3, 1737

Painter

Died London, England, September 9, 1815

John Singleton Copley acquired fame in his native town while yet a young man, and painted many portraits of Bostonians of prominence, notably those of John Adams, Samuel Adams, and John Hancock. In 1774 he went to Italy to pursue his studies, and two years later became a permanent resident of London, England. He was befriended there by Benjamin West, R.A., the American painter, whose influence was of great assistance to him. Copley was renowned for his historical paintings and his portraits of eminent men. He was made a Royal Academician in 1789. His son, John Singleton Copley, became Lord Lyndhurst, and was twice Lord Chancellor of England. Copley is commemorated in his native place by the square which bears his name.

JOSEPH WARREN
Physician, Patriot

Born Roxbury, Mass., June 11, 1741

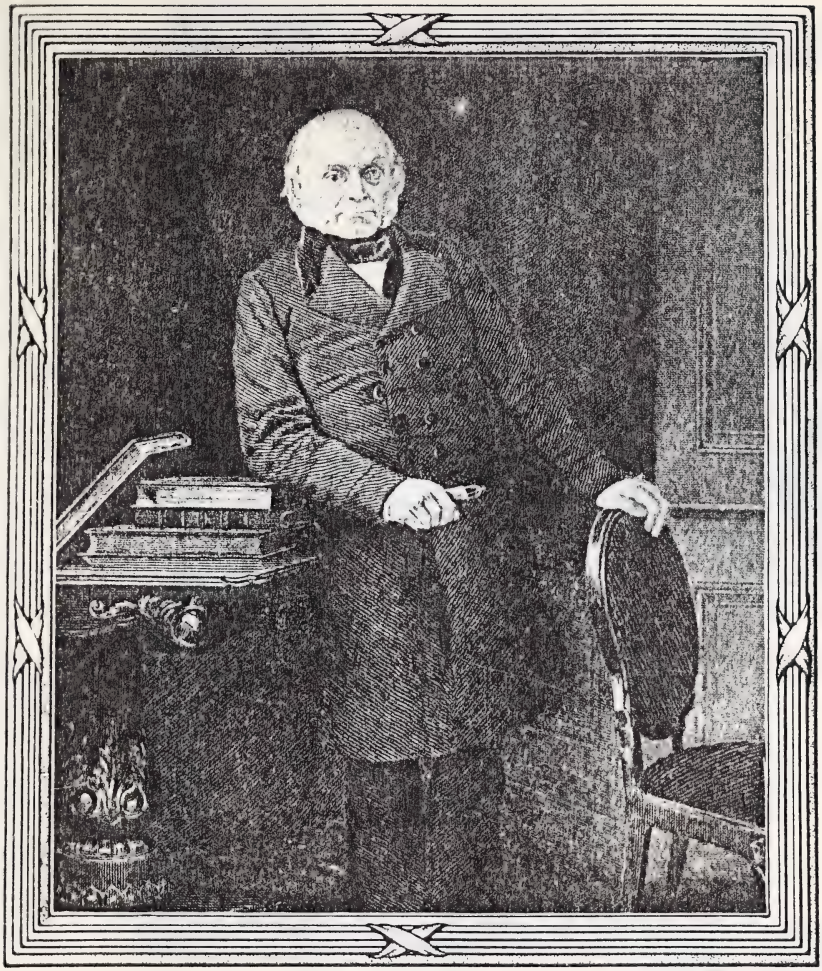
Killed at Bunker Hill, June 17, 1775

Joseph Warren, after his graduation at Harvard College in 1759, studied medicine, and at the opening of the Revolutionary War had attained to prominence as a physician. He entered with zeal into the political events which preceded the Revolution, and filled offices of trust and responsibility. Dr. Warren was appointed a major-general on June 14, 1775, by the Provincial Congress of Massachusetts. Three days later he was killed at the battle of Bunker Hill, at the time when the first real battle showed the colonists that a bloody struggle with the mother country was inevitable.

CHARLES BULFINCH

Born Boston, August 8, 1763 — Architect — Died Boston, April 15, 1844

Charles Bulfinch, after graduating at Harvard College in 1781, developed a love for architecture, which was further stimulated by study in Europe whither he went in 1785. Returning to Boston in 1787, he at once engaged in the practice of his profession, and during a long career designed very many of the public buildings erected in Massachusetts and elsewhere. Prominent among these in Boston are the State House, the Massachusetts General Hospital, and the State Prison, all still standing, and the first Boston Theatre and the first Roman Catholic Cathedral, now both demolished. Bulfinch resided in Washington, D.C., from 1818 to 1830 as the architect of the United States Capitol. He was also prominent in civic affairs in Boston, serving as selectman from 1789 to 1793 and as chairman of the board from 1797 to 1818, during which time the town made such progress that he has been called The Great Selectman.



JOHN QUINCY ADAMS

Born Braintree, Mass., July 11, 1767

Sixth President of the United States

Died Washington, D.C., February 23, 1848

John Quincy Adams was graduated from Harvard College in 1787, and, having studied for the bar, became a successful lawyer and writer. He entered public life in 1794, and held high official positions almost continuously until his death. He was minister to Holland, England, and Prussia successively, United States senator from Massachusetts, commissioner at the Treaty of Ghent, Secretary of State of the United States, and President of the United States from 1825 to 1829. From 1831 until his death, although an ex-President, he served as a member of Congress from Massachusetts, and was known as "The Old Man Eloquent."

JEAN LEFEBVRE DE CHEVERUS

Born Mayenne, France, January 28, 1768 — First Roman Catholic Bishop of Boston — Died Bordeaux, France, July 19, 1836

Jean Lefebvre de Cheverus, who was born of a distinguished family, was educated in his native city and in Paris, France. He was ordained in Paris just before the French Revolution, but left his native land on account of existing disorder there. After a residence in London, England, he came to Boston in 1796, and, with Rev. Father Martignon, ministered to the spiritual needs of the Catholic congregation in that town. During his residence in Boston he was beloved by Protestants and Catholics alike, and the former contributed largely for the cathedral erected in 1803. He was made first Roman Catholic bishop of Boston in 1808. Recalled to France, Bishop Cheverus was made bishop of Montauban in 1823, archbishop of Bordeaux in 1826, and cardinal in 1836.

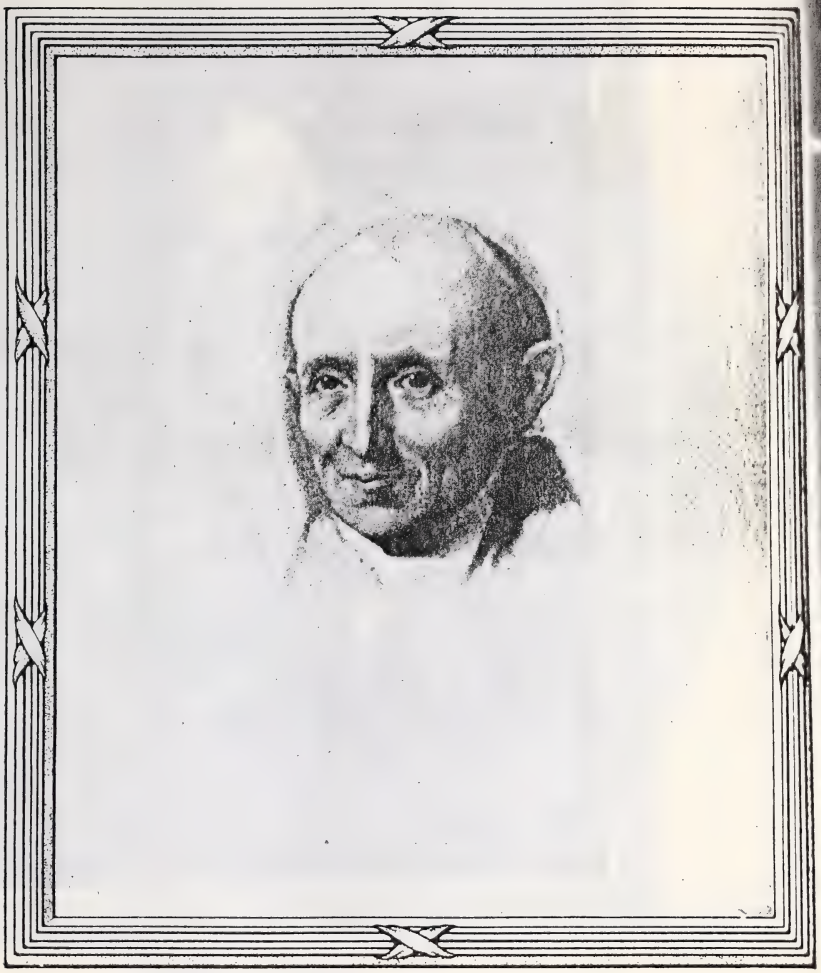
JOSIAH QUINCY

Born Boston, February 4, 1772

Mayor of Boston,
President of Harvard University

Died Quincy, Mass., July 1, 1864

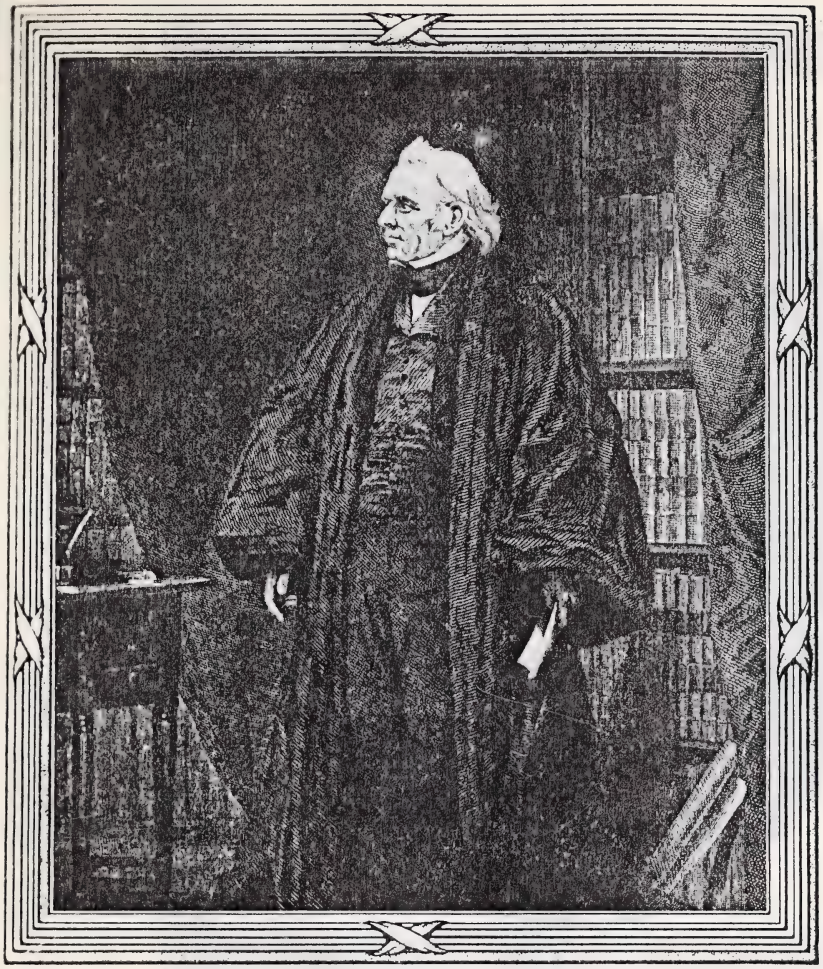
Josiah Quincy was graduated at Harvard College in 1790. He then studied law, and began practice as a lawyer in Boston in 1793. He became prominent in public life, and was a State senator of Massachusetts and a member of Congress for four terms. He was Mayor of Boston from 1823 to 1829, and gave his native city an administration so progressive that he has been called The Great Mayor. He was president of Harvard University from 1829 to 1845, and there also rendered executive service to his Alma Mater that greatly increased her prosperity.



NATHANIEL BOWDITCH

Born Salem, Mass., March 26, 1773 — Navigator, Astronomer — Died Boston, Mass., March 16, 1838

Nathaniel Bowditch left school while he was yet a child, and was later an apprentice until he became of age. He then went to sea for nine years, becoming both captain and supercargo of the ship "Putnam" in his last voyage in 1802. From 1804 to 1823 he was president of the Essex Fire and Marine Company of Salem, and then removed to Boston, having become actuary of the Massachusetts Hospital Life Insurance Company of that city. He remained with this company until his death. Although self-taught, he so mastered mathematics that he published "The Practical Mariner," but his great work is his "Commentary" on the "Mécanique Céleste" of Laplace, the celebrated astronomer and mathematician. He was a member of many learned societies in the United States and Europe.

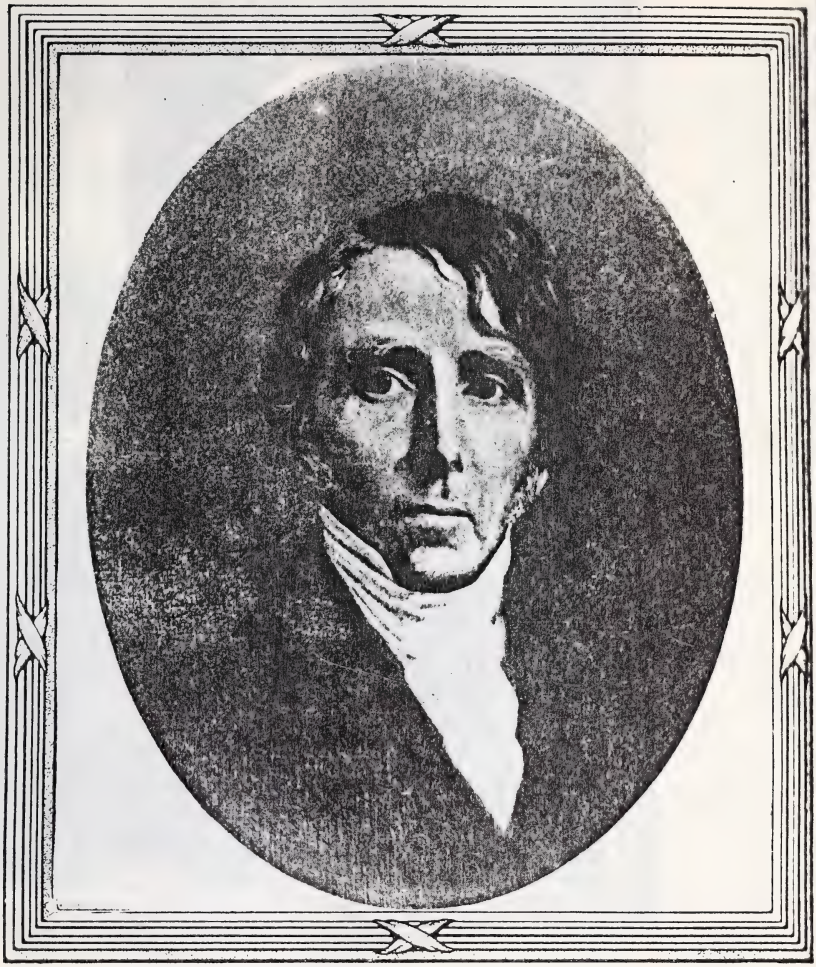


JOSEPH STORY
Jurist

Born Marblehead, Mass., September 18, 1779

Died Cambridge, Mass., September 10, 1845

Joseph Story was graduated at Harvard College in 1798. He then studied law, and was admitted to the bar in 1801. He first practised his profession in Salem, Mass. He was a member of the Massachusetts legislature and speaker of the House of Representatives in 1811. He was also a member of Congress and a delegate to the State Constitutional Convention of Massachusetts in 1820. In 1811 he was appointed a justice of the Supreme Court of the United States, and in 1829 Dane Professor of Law at Harvard University, holding both offices until his death. Justice Story attained to eminence as a lawyer. His "Commentaries" is a standard work on the Constitution.



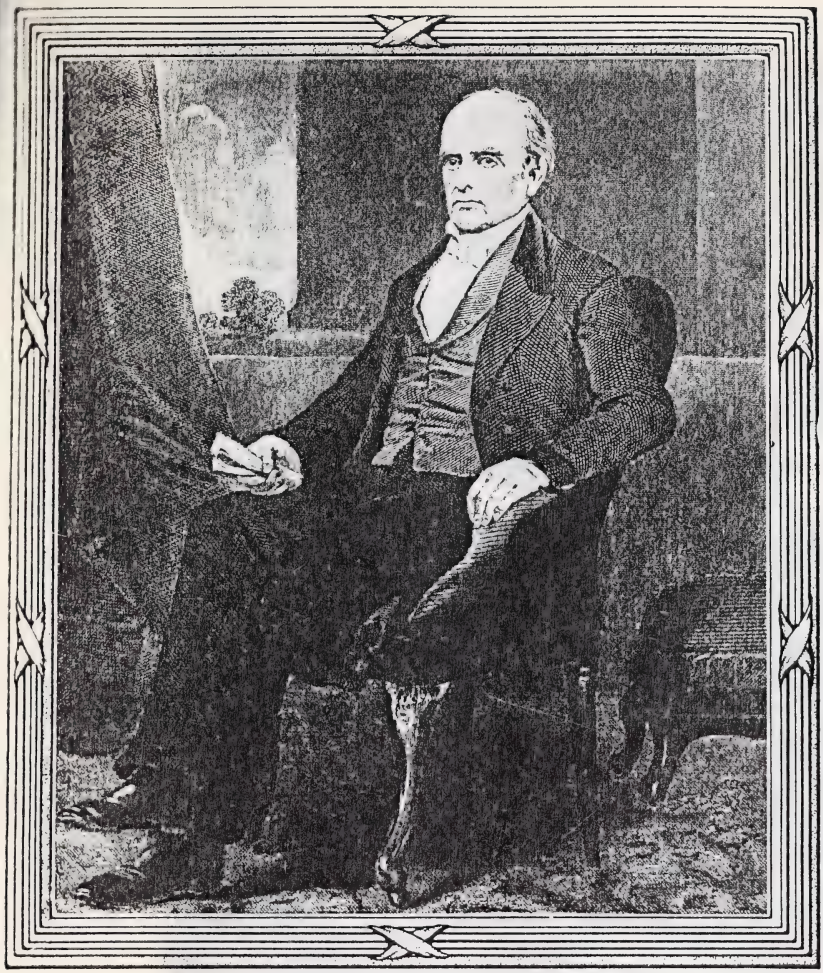
WILLIAM ELLERY CHANNING

Born Newport, R.I., April 7, 1780

Clergyman

Died Bennington, Vt., October 2, 1842

William Ellery Channing, after his graduation at Harvard College in 1798, was a teacher, and later studied theology. In 1803 he became the pastor of the Federal Street Congregational Church in Boston, and remained in this pastorate, though enfeebled in health, until 1840. During the great religious movement early in the nineteenth century, he was the leader of the Unitarian side, and his influence is a power to-day in the church of that denomination in the United States. He published many books, both religious and miscellaneous, being much interested in reform movements. A statue of William Ellery Channing is placed opposite the Arlington Street Church.



DANIEL WEBSTER

Statesman

Born Salisbury, N.H., January 18, 1782

Died Marshfield, Mass., October 24, 1852

Daniel Webster, after graduating at Dartmouth College in 1801, taught school, and then studied law in Boston, being admitted to the bar in 1805. He soon won success as a lawyer in New Hampshire, his most famous case being the Dartmouth College case. In 1813, being elected a member of Congress, he began a career by which he became the foremost public man of his time, and was kept almost continuously in public office. Removing to Boston in 1816, he was again elected to Congress, was United States senator from Massachusetts, and Secretary of State of the United States in the administrations of Presidents Harrison and Fillmore. He was also an unsuccessful aspirant for the Presidency. Webster delivered countless orations and addresses, his greatest effort being his Reply to Hayne in 1830, and his fame as a statesman and orator has never been surpassed in the United States. He was devoted to agriculture, and died at his farm in Marshfield, lamented by the nation.

ABBOTT LAWRENCE

Born Groton, Mass., December 16, 1792 — Merchant, Minister to England — Died Boston, August 18, 1855

Abbott Lawrence, after being educated at Groton Academy, entered mercantile life in the store of his brother, Amos Lawrence, in Boston. He became a partner with his brother in the firm of A. & A. Lawrence, importers, and amassing a fortune in this business, entered public life, for which he was eminently fitted. He served two terms in Congress and was United States minister to England from 1849 to 1852. Abbott Lawrence founded the Lawrence Scientific School at Harvard University, giving it an endowment of one hundred thousand dollars, and he was widely known and respected for his many benefactions.

EDWARD EVERETT

Statesman

Born Dorchester, Mass., April 11, 1794

Died Boston, January 15, 1865

Edward Everett, a graduate of Harvard College in 1811, after being pastor of the Brattle Street Church, Boston, and Professor of Greek Literature at Harvard College, early entered upon a public career which gave him great distinction. He filled many positions of trust and dignity, among which were the governorship of Massachusetts and the presidency of Harvard University. He was also a senator from Massachusetts and Secretary of State of the United States. He was widely known as an orator, and his published addresses are models of eloquence. He delivered the oration at the time that President Lincoln made his celebrated Gettysburg address, and, when he died, Lincoln issued a proclamation announcing his death to the nation.

WILLIAM HICKLING PRESCOTT

Born Salem, Mass., May 4, 1796 — Historian — Died Boston, January 28, 1859

William Hickling Prescott, receiving an injury to an eye while a student in Harvard College, determined to devote his life to a literary rather than a professional career. As a result of his injury, he was obliged to have assistance in his literary work during his entire life. Prescott wrote the "Conquest of Mexico," the "Conquest of Peru," the "History of Philip II. of Spain," and other works of great literary merit, and his writings were translated into the French, Spanish, Dutch, and Italian languages. He was also honored by membership in many learned societies in the United States and Europe.

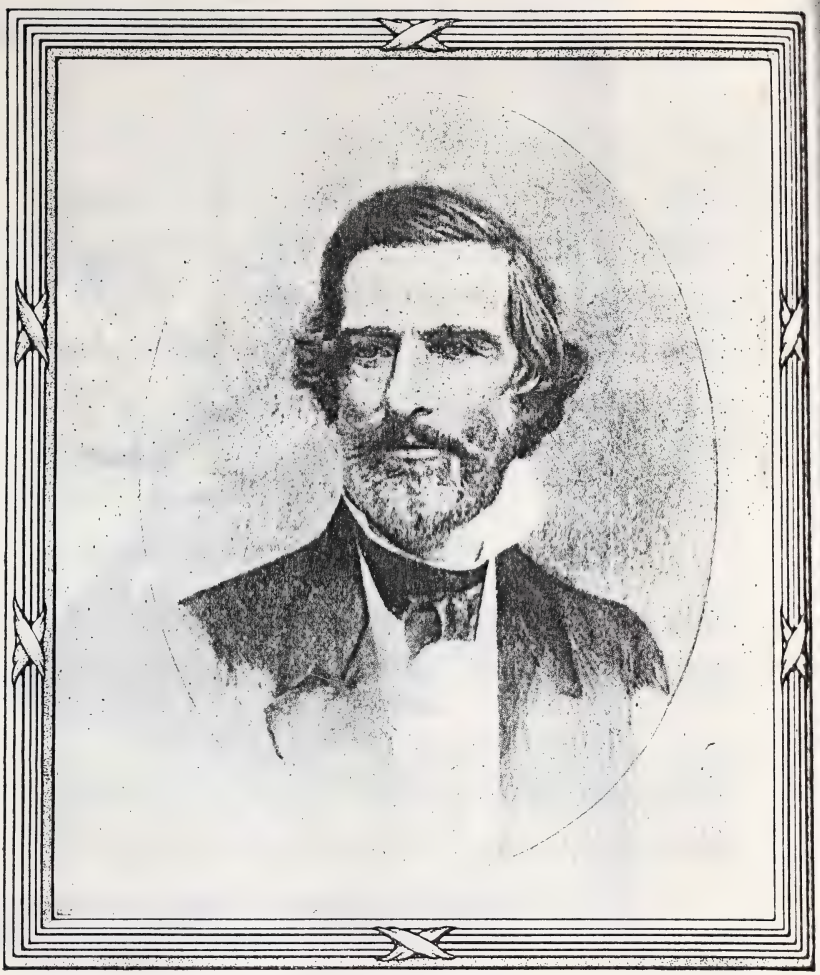
RUFUS CHOATE

Statesman

Born Essex, Mass., October 1, 1799

Died Halifax, N.S., July 13, 1859

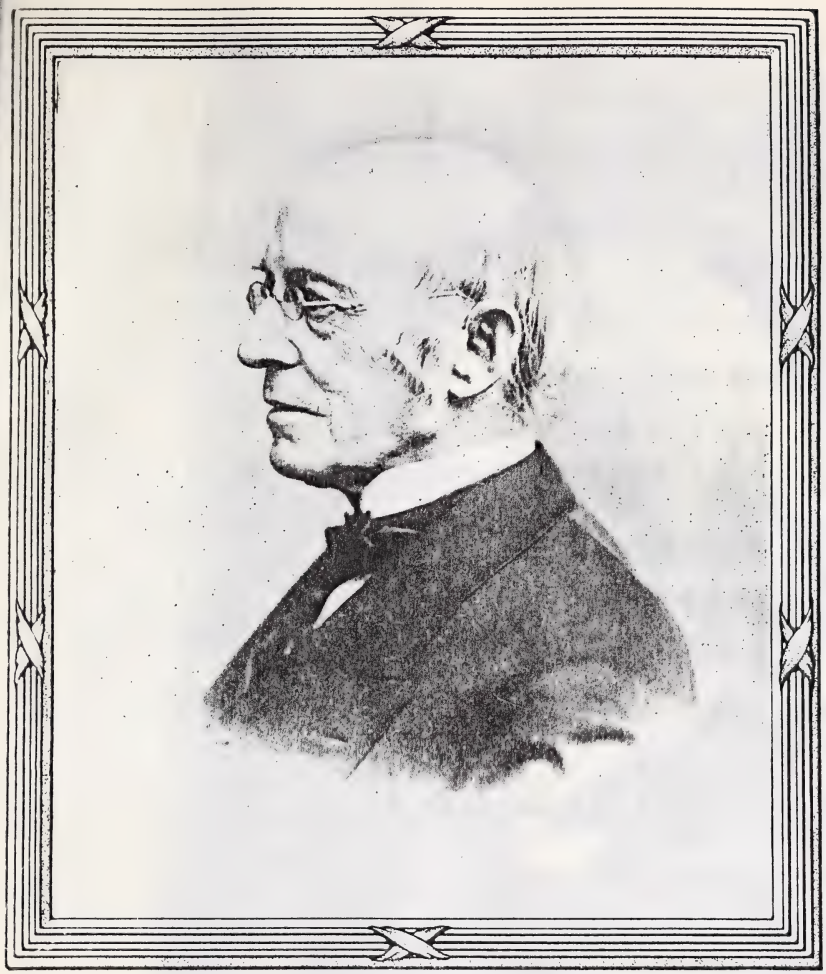
Rufus Choate studied law after his graduation at Dartmouth College in 1819 and practised his profession for about ten years in Danvers, Mass. He removed to Boston in 1834, and there gained the highest reputation as a lawyer. Entering public life, he was a representative and senator in the State government of Massachusetts, a member of Congress and United States senator from Massachusetts from 1841 to 1845, succeeding Daniel Webster, who had been made Secretary of State of the United States. Rufus Choate's skill as a lawyer and his power and grace of oratory gave him a fame which has been rarely equalled in Massachusetts.



SAMUEL GRIDLEY HOWE

Born Boston, November 10, 1801 — Benefactor of the Blind — Died Boston, January 9, 1876

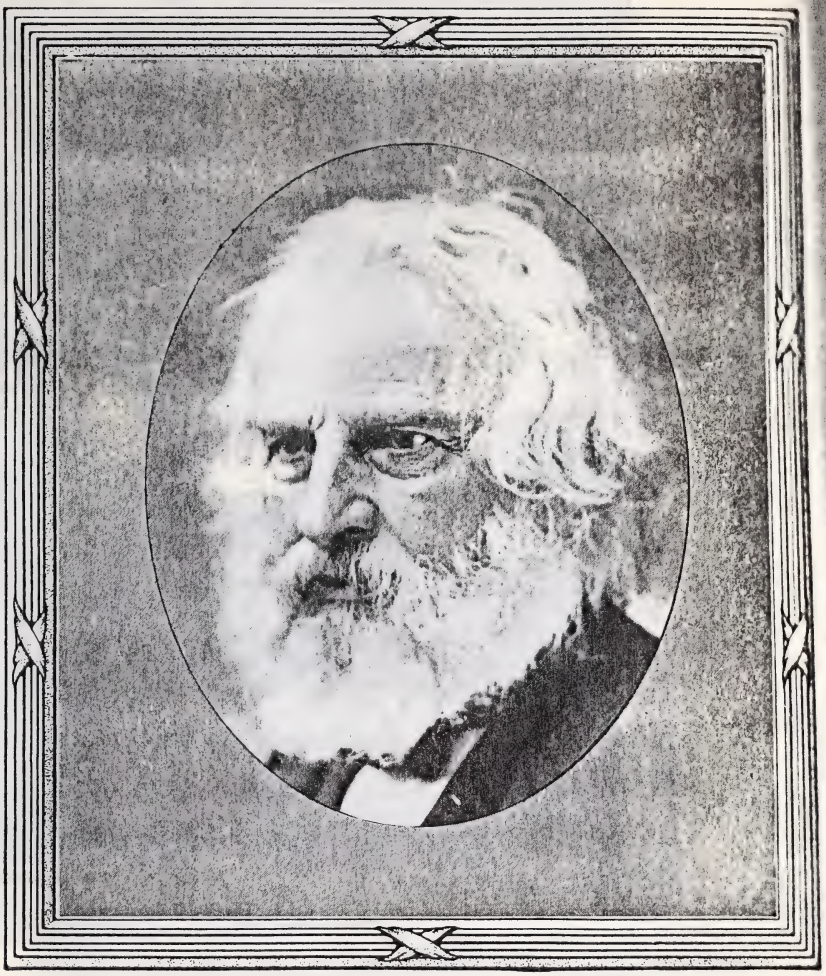
Samuel Gridley Howe was graduated at Brown University in 1821, and then studied medicine, but did not practise that profession, as his activities through a long life were devoted to philanthropic movements. He was actively engaged from 1821 to 1827 in the struggle for independence in Greece, residing in that country for several years, and was subject to arrest in Prussia in 1832 for aiding the Polish army then in that country. Dr. Howe was actively interested in the anti-slavery movement in Massachusetts, but his enduring monument is his work for the welfare of the blind, and their present rational treatment is largely the result of his labors both in this country and in Europe. In 1832 he organized the Perkins Institution for the Blind in Boston, and he was connected with it for the remainder of his life.



WILLIAM LLOYD GARRISON

Born Newburyport, Mass., December 12, 1804 — Anti-slavery Leader — Died Boston, May 24, 1879

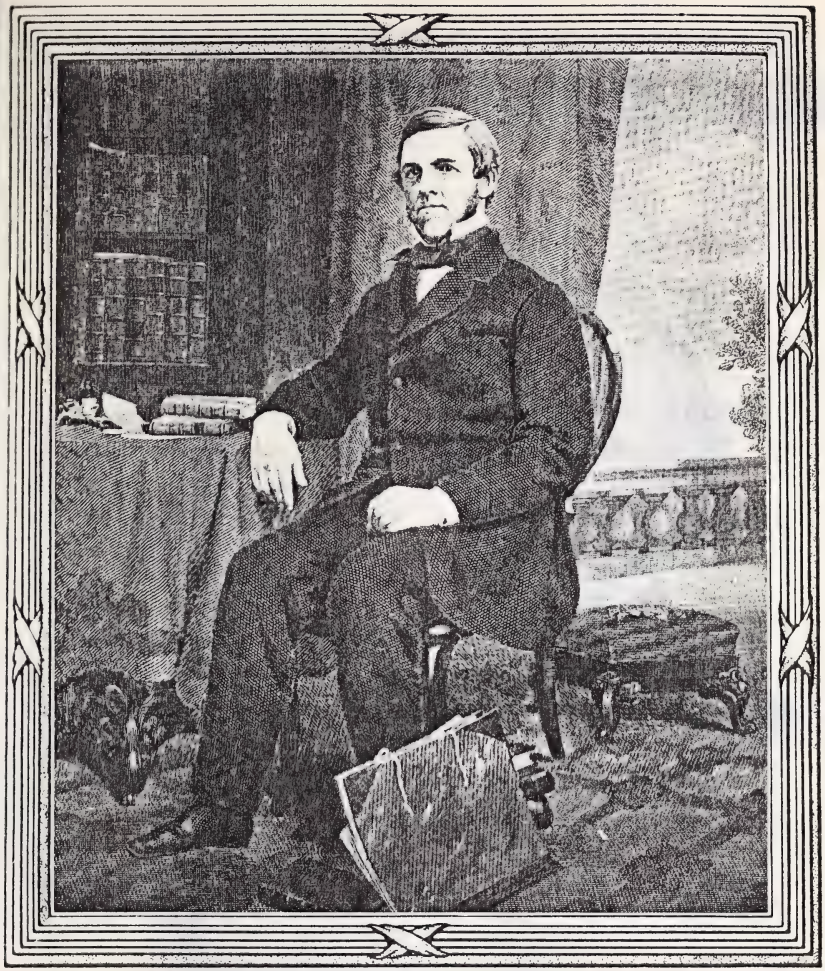
William Lloyd Garrison learned the printer's trade while with the Newburyport *Herald* and at the same time wrote for its columns. He was then connected for several years with a newspaper which strongly advocated temperance and the abolition of slavery. Having become the champion of the anti-slavery movement, in 1831 he established in Boston the *Liberator* for the free expression of his unpopular views. Garrison only escaped bodily harm from a mob in Boston in 1835 by being rescued by friends and placed for safe keeping in the city jail. In 1868 he was presented with a generous gift of money as a national tribute to his great work in the abolition of slavery. He was the founder of the American Anti-slavery Society in 1832, and its president from 1843 to 1865.



HENRY WADSWORTH LONGFELLOW

Born Portland, Me., February 27, 1807 — Poet — Died Cambridge, Mass., March 24, 1882

Henry Wadsworth Longfellow was a graduate of Bowdoin College in 1825. He then studied law with his father, but decided to devote his life to literature. He became Professor of Modern Literature and Languages at Bowdoin College, and later filled the same professorship at Harvard College for many years. Longfellow began to write verse at an early age, and the numberless poems which he wrote, all of the loftiest sentiment, made him the most popular and beloved of American poets; and many editions of his poetical and prose works have been published in the United States and England. His best known longer poems are "Evangeline" and "Hiawatha," and his translation of Dante's "Divine Comedy." Professor Longfellow's home in Cambridge was the celebrated Craigie House, which was the headquarters of General Washington during the Revolutionary War.



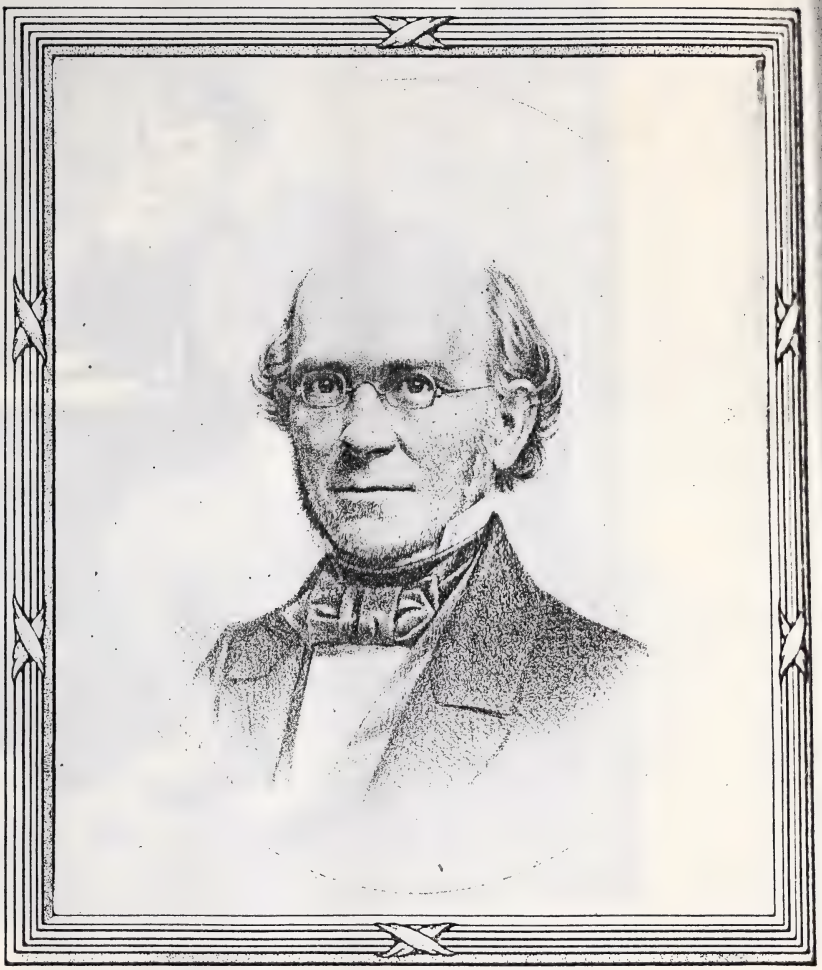
OLIVER WENDELL HOLMES

Born Cambridge, Mass., August 29, 1809

Physician and Author

Died Boston, October 7, 1894

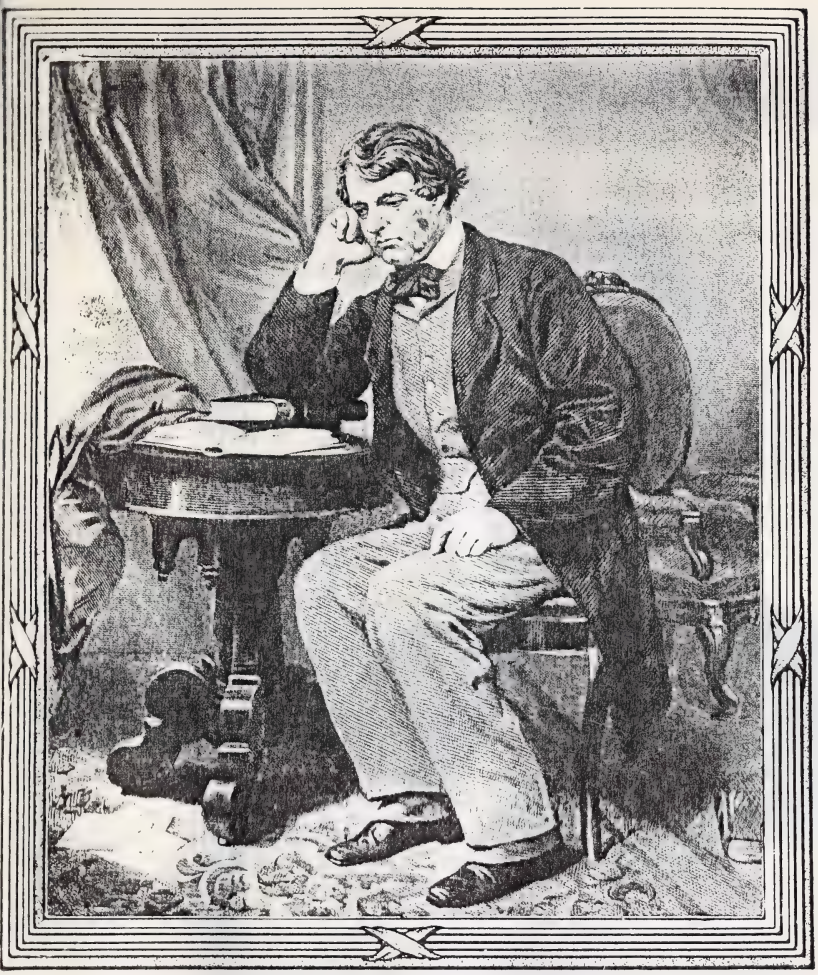
Oliver Wendell Holmes was graduated at Harvard College in the famous class of 1829, and then began the study of law, but soon decided to study medicine. He became better known, however, as a professor of anatomy and physiology at Dartmouth and Harvard Colleges than as a practicing physician. Dr. Holmes is best known to fame as a writer of poetry and prose. He began his literary work while yet a student at college, and throughout his long life wrote many poems, some of which sparkle with humor and some in a more serious vein. His prose works also fill several volumes, the best known being his "Autocrat of the Breakfast Table."



THEODORE PARKER

Born Lexington, Mass., August 24, 1810 — Clergyman — Died Florence, Italy, May 10, 1860

Theodore Parker was a student at Harvard College, but was not a graduate of that institution. He studied theology, and was installed as pastor of the Second Unitarian Church in West Roxbury in 1837. In 1846 he established an organization at Boston known as the Twenty-eighth Congregational Society, and his preaching, especially in the Music Hall from 1852 to 1859, attracted great numbers of people who admired his radical theology. He was pastor of the society until his death. Theodore Parker was deeply interested in the causes of temperance and the abolition of slavery, and was also known as a lecturer. Much of his literary work has been published.



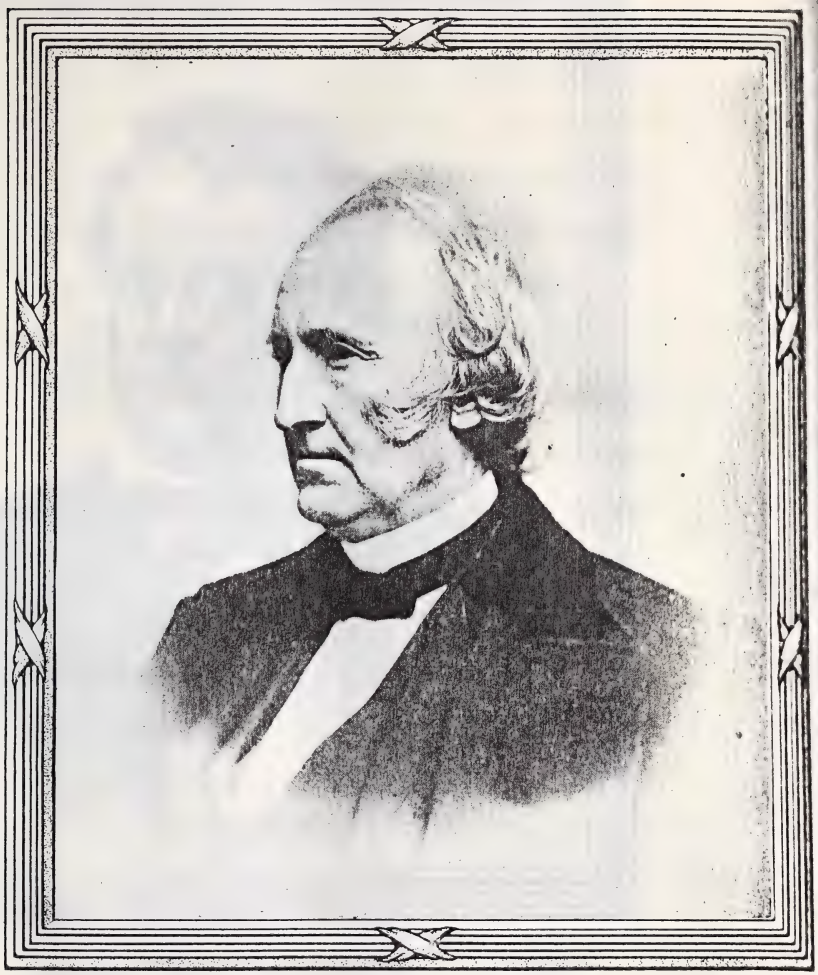
CHARLES SUMNER

Statesman

Born Boston, January 6, 1811

Died Washington, D.C., March 11, 1874

Charles Sumner was graduated at Harvard College in 1830 and at the Harvard Law School in 1834. He then practised his profession in Boston and also lectured at the Law School in Cambridge. Entering public life, he was elected in 1851, despite great opposition, United States senator from Massachusetts, succeeding Daniel Webster in that office. Although incapacitated for several years, as the result of a brutal assault on the floor of the Senate by Brooks, he remained a senator until his death, and was one of the leaders of that august body, holding throughout the Civil War the chairmanship of the Committee on Foreign Affairs. He delivered a great many orations and addresses, and many of them have been published. His death was mourned by his native state, and he received public funeral honors in Boston.



WENDELL PHILLIPS

Born Boston, November 29, 1811 — Orator, Reformer — Died Boston, February 2, 1884

Wendell Phillips, son of John Phillips, first mayor of Boston, was a graduate of Harvard College in 1831 and of the Harvard Law School in 1833. He was admitted to the Suffolk bar in 1834. Becoming active, however, in the anti-slavery agitation, he soon abandoned his profession, as he could not conscientiously subscribe to the Constitution of the United States, which then countenanced slavery. Mr. Phillips by his great powers of oratory, which have been seldom excelled in the United States, accomplished much for the cause of the abolition of slavery, and was an earnest coworker with William Lloyd Garrison in that great movement. He was president of the American Anti-slavery Society from 1865 to its dissolution in 1870. He was also widely known as a public lecturer, his grace and eloquence making him popular on the lecture platform.

JOHN ALBION ANDREW

Born Windham, Me., May 31, 1818

War Governor of Massachusetts

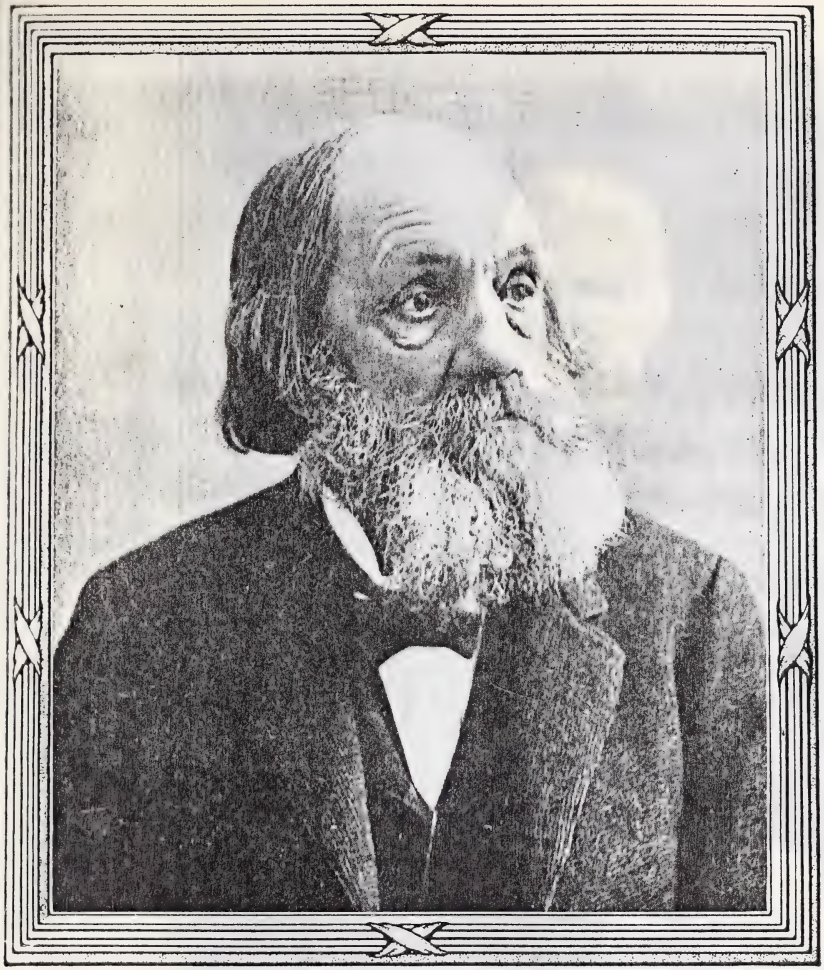
Died Boston, October 30, 1867

John Albion Andrew, having studied law after his graduation at Bowdoin College in 1837, was admitted to the bar in 1840. He early became interested in the anti-slavery movement in Massachusetts, and rendered legal service in fugitive slave cases. Having been elected to the House of Representatives of Massachusetts in 1858 and having been a delegate to the Republican Convention which nominated Abraham Lincoln for the Presidency in 1860, he was elected in the latter year governor of Massachusetts. His services as governor from 1861 to 1865, embracing the period of the Civil War, were discharged with the utmost fidelity, and he was often a counsellor of President Lincoln in affairs of state. Governor Andrew practically gave his life to the cause of the suppression of slavery, for he died less than three years after the close of the Civil War.

WILLIAM THOMAS GREEN MORTON

Born Charlton, Mass., August 9, 1819 — First Demonstrator of Ether — Died New York, N.Y., July 15, 1868

William Thomas Green Morton left his father's farm when a lad, and came to Boston, but, being unsuccessful in business, studied dentistry in the city of Baltimore, and later established himself in Boston. Being told that sulphuric ether would subdue pain, he made experiments which confirmed this belief, and on October 16, 1846, at the request of Dr. John Collins Warren, he administered ether successfully in a surgical operation, for the first time, at the Massachusetts General Hospital in Boston. Other claimants for the great honor appeared, but Dr. Morton is acknowledged to be the first demonstrator of the use of ether in surgery.



EDWARD EVERETT HALE

Born Boston,
April 3, 1822

Clergyman, Author

Died Boston,
June 10, 1909

Edward Everett Hale, who was of distinguished New England ancestry, was graduated at Harvard College in 1839. After receiving a theological education, he was from 1846 to 1856 pastor of the Church of the Unity in Worcester, Mass. He then removed to Boston, having become minister of the South Congregational Society of that city, and remained in that pastorate until his death. In addition to being eminent as a preacher, he was a voluminous writer, and some of his stories, notably "The Man without a Country," have become classics. Dr. Hale was active in numberless organizations for the uplifting of humanity and, when he died, was deeply mourned in the community. He was chaplain of the United States Senate at the time of his death.

FRANCIS PARKMAN

Born Boston, September 16, 1823 — Historian — Died Boston, November 8, 1893

Francis Parkman was graduated at Harvard College in 1844 and at the Harvard Law School in 1846, but he did not practise that profession, for he decided early in life to devote his energies to literature. With this end in view, he travelled extensively while yet a young man, and visited historic localities and Indian tribes from Maine to the Rocky Mountains, his object being to write a history of the pioneer period of the United States and Canada. In 1851 he published his "Conspiracy of Pontiac," and this was followed as the years passed, in spite of almost continuous physical suffering, by a series of publications bearing the general title of "France and England in America," which form an enduring contribution to American historical literature.

PHILLIPS BROOKS

Protestant Episcopal Bishop of Massachusetts

Born Boston, December 13, 1835

Died Boston, January 23, 1893

Phillips Brooks, after his graduation at Harvard College in 1855, taught at the Boston Latin School, and later studied at the Theological Seminary at Alexandria, Va. He was ordained to the ministry in 1859, and was then rector successively of the Church of the Advent and the Church of the Holy Trinity in Philadelphia, Pa. In 1869 he returned to his native city, and became rector of Trinity Church, where he remained until 1891, when he was elected bishop of Massachusetts. Filling the episcopate less than two years, his sudden death was the occasion of public mourning seldom equalled in Boston, and his funeral at Trinity Church was a public demonstration of love and respect. His statue in Boston, built by the contributions of the people, is a tribute to his power for good.

ROBERT GOULD SHAW

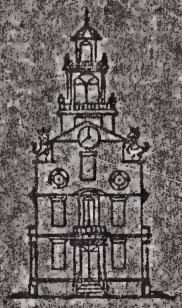
Born Boston, October 10, 1837

Soldier of the Civil War

Killed at Fort Wagner, S.C., July 18, 1863

Robert Gould Shaw, a graduate of Harvard College in 1860, entered the service of his country early in the Civil War, and was an officer in the Second Regiment, M. V. M. In 1863 he was appointed colonel of the Fifty-fourth Regiment, M. V. M., by Governor Andrew. This was the first of the colored regiments to be raised in the North for service in the war. Colonel Shaw left Boston for the seat of war May 28, 1863, proud to march at the head of his colored troops. Less than two months later he fell at the head of his regiment at the assault on Fort Wagner, and was buried in a trench with those of his command who were killed. Colonel Shaw is immortalized in his native city by the Shaw Memorial on Beacon Street, opposite the State House.

BOSTON'S GROWTH



BOSTON'S GROWTH

A BIRD'S-EYE VIEW OF BOSTON'S INCREASE IN TERRITORY AND POPULATION FROM ITS BEGINNING TO THE PRESENT

PRINTED FOR THE
STATE STREET TRUST COMPANY
BOSTON, MASS.

COMPILED, ARRANGED
AND PRINTED UNDER
THE DIRECTION OF THE
WALTON ADVERTISING
AND PRINTING COMPANY
BOSTON, MASS.

F O R E W O R D

THE STATE STREET TRUST COMPANY takes pleasure in presenting its fifth monograph upon a subject relating to Boston's History.

It gives, with the aid of maps, reproductions of old prints, and a brief explanatory text, a bird's-eye view of what Boston was territorially and how it has attained its present size. It is impossible to deal fully with the subject within the limits of so small a book. To tell the story in detail would require volumes.

This brief presentation shows, however, many of the salient features of the growth of the shore line of Boston proper and incidentally summarizes what has been accomplished in the districts beyond the peninsula. It also gives the population of the city at various periods.

The subject is of much interest because of the consideration of adding further territory to the city, so that it will truly become a Greater Boston.

Thanks are due to Mr. Edward W. McGlenen, City Registrar, and to Dr. Edward M. Hartwell, City Statistician, for their courtesy in facilitating the preparation of this work, and also to Mr. Charles E. Goodspeed for permission to use the Park Square print.

Reproduction of Burgiss' Map of Boston 1728

KEY TO BURGISS' MAP OF BOSTON, 1728.

A. *Old Church* . . . 1630	a. *Town House.*
B. *Old North* . . . 1650	b. *Governour's House.*
C. *Old South* . . . 1669	c. *South Grammar School*
D. *Anabaptist* . . . 1680	d. " *Writing* "
E. *Church of England* 1688	e. *North Grammar* "
F. *Brattle Street* . . 1699	f. " *Writing* "
G. *Quakers'* 1710	g. *Alms House.*
H. *New North* . . . 1714	h. *Bridewell.*
I. *New South* . . . 1716	
K. *French* 1716	
L. *New North brick* . 1721	
M. *Christ Church* . . 1723	

BOSTON'S GROWTH

SINCE the days of William Blackstone, the first white inhabitant, Boston has undergone many changes, but none has been greater than that in its shape and size. Possibly no city in the world has altered more the physical conformation of its site.

By levelling and filling, the original peninsula, upon which William Blackstone settled in the spring of 1625 and to which in the summer of 1630 he invited John Winthrop and his companions, has almost trebled in area, and has so changed its water front that hardly a foot of the shore line of the old Boston remains. One may obtain an idea of how extensive the filling has been from the fact that the original peninsula, from the neck north of the line of Dover Street, comprised four hundred and eighty-seven acres, and from the Roxbury line to Dover Street two hundred and ninety-six acres, making a total area of seven hundred and eighty-three acres for Boston proper, as it was before any filling of the coves and creeks which indented its shores. The area has since been increased by the addition of one thousand one hundred and twenty-one acres of filled land to one thousand nine hundred and four acres.

In 1634 William Blackstone sold for £30 that part of his farm now known as the Boston Common, then about fifty acres, and relinquished any rights that he had in the original peninsula to the town, consisting of John Winthrop and others who had accepted William Blackstone's invitation to settle upon his peninsula. The value of real estate on April 1, 1910, for the city of Boston was $1,118,989,100.

CONSTRUCTION OF THE ORIGINAL PENINSULA

A glance at Boston as it was is necessary to appreciate the nature and extent of the filling and levelling process that has so transformed the city. And it is easy from the journals of the early visitors, so full of descriptions of Boston are they, to picture the peninsula as it was when William Blackstone lived in his small cottage about where the Puritan Club now stands on Beacon Street and near that projection of land on the Charles River subsequently known as Blackstone Point.

The description will also present Old Boston as it was during the days of John Winthrop and the early settlers and almost up to the beginning of the nineteenth century, because it was not until about 1804 that extensive fillings began. Although it is impossible to ascertain why the Indians called the peninsula Shawmut, it is known that the English at Charlestown, whence Winthrop and his companions came,

called it Tramount, or Trimount, because of the three sharp peaks of Tramount, or Beacon Hill, which silhouetted themselves against the sky. It received the name Boston by an act of the General Court, September 7, 1630, and was so called in honor of Boston, St. Botolph's Town, England, whence many of the settlers came.

As described by one of the earliest visitors:—

"Boston is two miles N. E. of Roxbury. His situation is very pleasant, being a peninsula hemmed in on the south side by the Bay of Roxbury and on the north side with the Charles River, the marshes on the back side being not half a quarter of a mile over; so that a little fencing will secure their cattle from the wolves; it being a neck and bare of wood they are not troubled with these great annoyances, wolves, rattle snakes and mosquitoes. This neck of land is not over four miles in compass, in form almost square, having on the south side a great broad hill [Fort Hill], whereon is planted a fort which can command any ship as she sails into the harbor. On the north side is another hill [Copp's Hill] equal in bigness, whereon stands a windmill. To the northwest is a high mountain with three little rising hills on the top of it, wherefore it is called the Tramount [Beacon Hill]. This town, although it be neither the greatest nor the richest, yet is the most noted and frequented, being the centre of the plantations where the monthly courts are kept."

Hills, dales, and lowlands covered the peninsula. At extreme high tides it became an island by the sea washing over Boston Neck, the narrow strip of land that connected it with the mainland at Roxbury. At the head of the peninsula stood Copp's Hill. Further to the west was Trimount, with the three peaks later known as Mount Vernon, Centry or Beacon, and Cotton or Pemberton Hills. South of Copp's Hill and overlooking the sea was Fort Hill, early crowned with a fort for protection against invaders. Numerous brooks and creeks, fed by the springs of the peninsula, indented its shores. Along the line of the present Blackstone Street flowed Mill Creek, connecting what was subsequently the Mill Pond, or North Cove, with the Town, or Great, Cove, both now filled in. It made Copp's Hill an island. Another creek ran into the heart of the peninsula to about where Federal and Franklin Streets now are.

A century and a half after its settlement so little had the conformation of Boston changed that the British were able to dig a moat through the neck in front of their fortifications at Castle Street. The most precipitous part of Boston's shore line was in the neighborhood of Beacon Hill, and between it and the Charles River was a spur known as West Hill which formed part of Blackstone Point. The greatest of the indentations of Boston was the marsh land now

covered by the Back Bay, which extended approximately from a point on Beacon Street between Charles and Spruce Streets to Commonwealth Avenue and Beacon Street in one direction and from the Charles River to Washington and Dover Streets in another. It comprised in all about five hundred and seventy acres.

West, North, and Town Coves

The West Cove ran along the northwestern part of the peninsula, from Poplar and Brighton Streets to Revere and Charles Streets, comprising about eighty acres. At the northern end of the peninsula, running well into the mainland, from the Charlestown Bridge and Prince Street to Barton and Lowell Streets, was the Mill Pond, or North Cove, containing seventy acres. The northern shore of the North Cove included all of what is now Haymarket Square, covered Endicott Street, Thacher Street, North Margin, South Margin, and Lowell Streets, and penetrated to the rear of Baldwin Place almost to Salem Street and to Sudbury at Portland Street. Separating it from the bay was the Causeway, a foot-path used by the Indians on a more elevated part of the marsh and which a Mr. Crabtree early raised and widened into a dam.

The Town Cove was on the east, and was known also as the Great Cove. It contained one hundred and twelve acres, and extended from about the junc-

tion of Commercial and Salutation Streets to Belcher's Lane. It was the port of the early colonial town, wherein were gathered most of the shipping interests. The Town Cove lay between the headlands of Copp's and Fort Hills, reaching inland to Franklin and Federal Streets, to Kilby and State Streets, and to Dock Square. South of the Town Cove and comprising one hundred and eighty-six acres was the South Cove, a part of Roxbury Bay, and extending from about the corner of Atlantic Avenue and East Street to near the junction of Albany and East Brookline Streets. In a broad way, it was bounded on the north by Windmill Point and on the south by the head of the bridge to South Boston.

ORIGINAL SHORE LINE.

As accurately as it can be traced from the old maps, the shore line of the original peninsula would follow or touch these streets of the Boston of to-day, beginning at Boston Neck where Dover Street now crosses Washington Street. At this part of the peninsula the high tides often overflowed from the South Cove, or Roxbury Bay, to the marshes of what is now Back Bay:—

Following the neck, the shore line ran between Washington Street and Harrison Avenue, finally touching Washington Street where Washington now crosses Kneeland, and then, swinging to the east, crossed

Beach at Harrison Avenue. The bay washed the Beach Street end of Oxford, Edinboro, Kingston, Lincoln, and South Streets, and covered East Street to the corner of Atlantic Avenue.

Turning northerly, the beach line followed Atlantic Avenue to the corner of Summer Street, and then ran easterly between Atlantic Avenue and Purchase Street, crossing Gridley and Pearl Streets at Purchase Street, so that the site now occupied by the South Station was originally wholly under water, as well as much of the adjacent territory.

Going east again, the line of shore touched Atlantic Avenue at Oliver Street, and then followed Atlantic Avenue to Belcher Lane. The shore then went northwest along the line of Broad Street to Battery-march Street and curved sharply to the south, crossing Oliver, Pearl, and Congress Streets, and reaching Franklin at the corner of Federal. It then curved sharply to the north, crossed Federal, Congress, and Milk Streets, and touched Post-office Square along Congress Street. The beach line swung across Water Street, where the Post-office and National Shawmut Bank now stand at the corner of Water and Congress Streets, and, still curving to the east, reached the present line of Kilby Street, along which it then went northerly.

The bay covered State, then Market Street, at the corner of Kilby, and thence the beach line followed Merchants Row to Dock Square. It is evident,

therefore, that Oliver Street on one side and Kilby on the other marked the beginning of a long, narrow indentation where the bay reached to Franklin and Federal Streets. Orange Avenue, Dock Square, Elm and Blackstone Streets, Salt Lane, North Centre Street, and North Street were all washed by the bay.

Leaving the line of North Street at Ferry, the beach bent westerly, following Commercial Street to Charlestown Bridge and Washington Street North. Then the shore made a curve to the east, almost touching Prince and Salem Streets and reaching Blackstone and Union Streets again at Haymarket Square. It then crossed Friend and Portland Streets at Sudbury, and reached Bowker Street. Here the bay went westward to Lyman Street, covering Merrimac and South Margin Streets, and thence along the line of Wall Street, crossing Minot, Willard, and Barton Streets, to Leverett. This sweep from the Charlestown Bridge to Barton Street made the North Cove, also known as the Mill Pond.

Brighton Street marked another curve of the bay line, which turned here to the southeast, covering most of the land where the Massachusetts General Hospital now is, and also the line of Anderson Street. It crossed Cambridge Street at the corner of Anderson, and then, bearing west again, touched Charles Street. Turning east, it crossed Branch Street and reached the Boston Common, covering the southwesterly part

VIEW OF THE LONG WHARF AND PART OF THE HARBOUR OF BOSTON, IN NEW ENGLAND, AMERICA.
(From a sketch made in 1764 by Richard Byron, grand-uncle of the poet.)

of the Common and all of Charles Street to Park Square and all of what is now the Public Garden.

From Park Square the shore line curved to the east between Pleasant and Church Streets, crossed Shawmut Avenue at Osborn Place, and touched the neck again at Cherry and Washington Streets, and followed closely the line of Washington Street to Dover.

ORIGINAL LIMITS.

As the original peninsula early proved inadequate to meet the needs of the settlers for tillage, pasturage, and wood, a desultory filling of the creeks and shores of the marshes by individuals soon began, but there is no clear record of the date and the extent of these early reclamations.

The earliest fillings began at the head of the creeks and the coves, and one of the first to be reclaimed was the land at the head of the creek where Post-office Square now is. Reclamation also took place about Dock Square.

Boston also reached out for outlying territory, and in the colonial period exercised jurisdiction over some seventy thousand acres, while its present limits comprise but twenty-seven thousand three hundred and sixty-four acres, including flats and water. If the movement for the purpose of consolidating adjoining towns into Greater Boston is successful, the greater area will be far less than Boston's original limits.

To the town were early granted many of the islands in the harbor, Muddy River, now Brookline, Mount Wollaston, Chelsea, the land east of the Neponset River, afterward incorporated as Braintree, Randolph and Quincy, and territory granted as follows by the General Court:—

One thousand acres, October 16, 1660, for the use of a free school, laid out in the wilderness, or north of the Merrimac River, incorporated in Haverhill, 1664; three townships six miles square, or sixty-nine thousand one hundred and twenty acres in all, June 27, 1735, in abatement of the province tax (these townships later became the towns of Charlemont, Colerain, and Pittsfield, Boston selling its interest in them June 30, 1736); a township of land in Maine, containing twenty-three thousand and forty acres, was granted on June 26, 1794, to build a public hospital, and was sold by the city, April 6, 1833, for $4,200; Muddy River was set off as Brookline on November 13, 1705; Rumney Marsh, as the town of Chelsea, January 8, 1739. The principal dates at which the towns were annexed or set off from Boston were as follows:—

November 13, 1705, part of Boston called Muddy River established as Brookline.

January 10, 1739, part of Boston called Winnissimet, Rumney Marsh, and Pullen Point (excepting Noddle's Island and Hog Island) established as Chelsea.

March 6, 1804, part of Dorchester known as Dorchester Neck or South Boston annexed to Boston.

VIEW OF THE SOUTH END OF BOSTON, IN NEW ENGLAND, AMERICA, AND OF THE NECK, TAKEN FROM THE HILL NORTHEAST OF THE COMMON.

(From a sketch by R. Byron.)

VIEW OF THE NORTH END OF BOSTON, IN NEW ENGLAND, AMERICA, AND OF CHARLESTOWN, TAKEN FROM THE HILL WESTWARD OF THE BEACON.

(From a sketch by R. Byron.)

February 23, 1822, Boston incorporated as a city.
March 4, 1822, the act accepted by the town.
May 21, 1855, part of Dorchester known as Washington Village annexed to Boston.
January 5, 1868, Roxbury annexed to Boston.
January 3, 1870, Dorchester annexed.
January 5, 1874, acts of annexation to Boston of Charlestown, Brighton, and West Roxbury took effect.
April 13, 1894, bounds between Boston and Brookline established.

OLD MILL-DAMS AND THE BARRICADE

The outlying land did, however, little to help the lack of space on the peninsula proper, so that the filling in of the coves early began. This work was ultimately made much easier by the construction of numerous mill-dams, which were early erected to conserve the tidal water for grinding purposes. The Barricado along the front of the Town Cove, which later became the line of the old town wharves, helped in the filling of the Town Cove.

This was a line of piles and stone-work built for defence against the Dutch, and ran from Scarlet's Wharf at the foot of Copp's Hill to South Battery at the foot of Fort Hill, with openings for vessels to pass. It enclosed and protected the Town Cove in which the shipping lay. Atlantic Avenue follows now substantially the line of the Barricado.

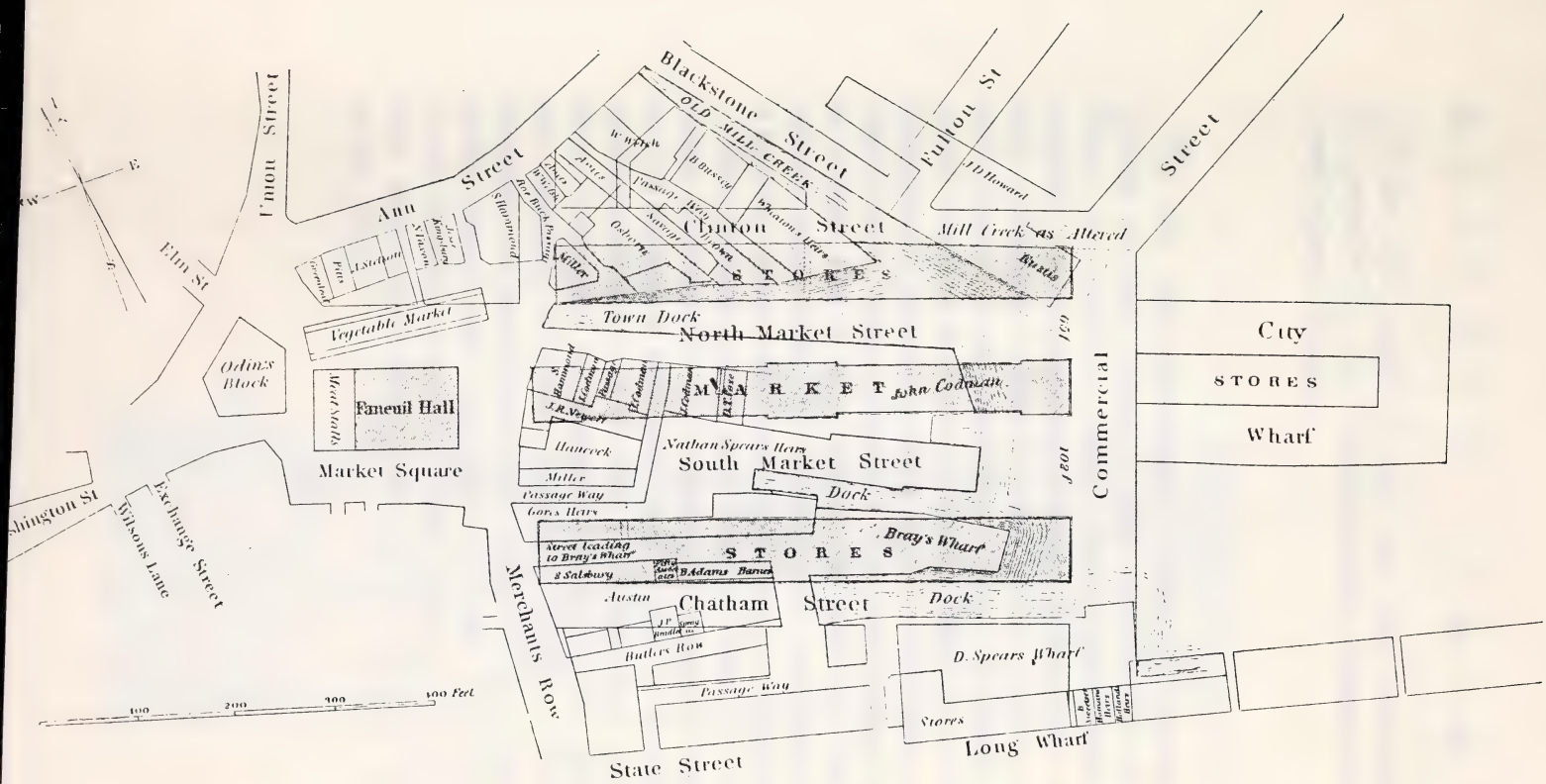
To-day the greater part of the commercial section,

the residential section in the Back Bay, the largest portion of the railroad terminals, most of the great warehouses and wholesale business, and all of the wharves of Boston proper are on filled land. Much of the expansion of East and South Boston and Charlestown is also due to filling, and the growth of Boston in the future will be upon flats and marshes which are still to be filled.

COLONIAL ORDINANCE [illegible] TO RECLAMATION

An old colonial order, reading "that in all creeks, coves, and other places about and upon salt water, where the sea ebbs and flows, the proprietor of the land adjoining shall have propriety to the low water mark," was responsible for the early individual effort to extend the shore by a reclamation of the marsh land. It offered an incentive in the shape of property rights to constant extension of the low-water mark, and as early as July 26, 1641, Robert Wing was paid twenty bushels of corn by the town for looking to the low-water mark on Centry Hill. To this old ordinance go back the titles of many of the land corporations of Boston.

The earliest reference to a filling is to be found in an ordinance supposed to have been passed by John Winthrop and nine others on March 7, 1634, which directed that a beacon be placed to give notice of stones



Surveyed in 1824 by N P Fuller

A DRAWING SHOWING THE RECLAMATION DUE TO THE CONSTRUCTION OF QUINCY HALL MARKET BETWEEN 1823 AND 1826, DURING THE MAYORALTY OF THE FIRST JOSIAH QUINCY.

and logs that might be laid near the landing-places, the penalty for the violation being damages for any vessel injured thereon.

The first real enlargement of the city was the extension of State Street by the construction of Long Wharf in 1709–10. Oliver Noyes and others were granted the necessary permission to build the wharf with sufficient common sewer from Andrew Faneuil's Corner to the low-water mark. As finally completed, the pier was of the width of Market, or Water, subsequently known as King Street, and finally called State Street, being thirty feet wide and having a space of sixteen feet in the middle for boats to load and unload upon, while the sea-wall end was reserved for a battery, should the town have cause to build one.

The original name was Boston Pier. A foreign visitor described it as "a noble pier eighteen hundred to two thousand feet long with a row of warehouses on the north side for the use of merchants," and said that it extended far enough into the bay to admit of the unloading of ships of greatest burden. The construction of warehouses and shops on the north side of the wharf some time prior to 1722 made the pier a part of King Street. In fact, buildings on the pier were numbered before such was the general custom in the town.

PARK SQUARE IN 1837

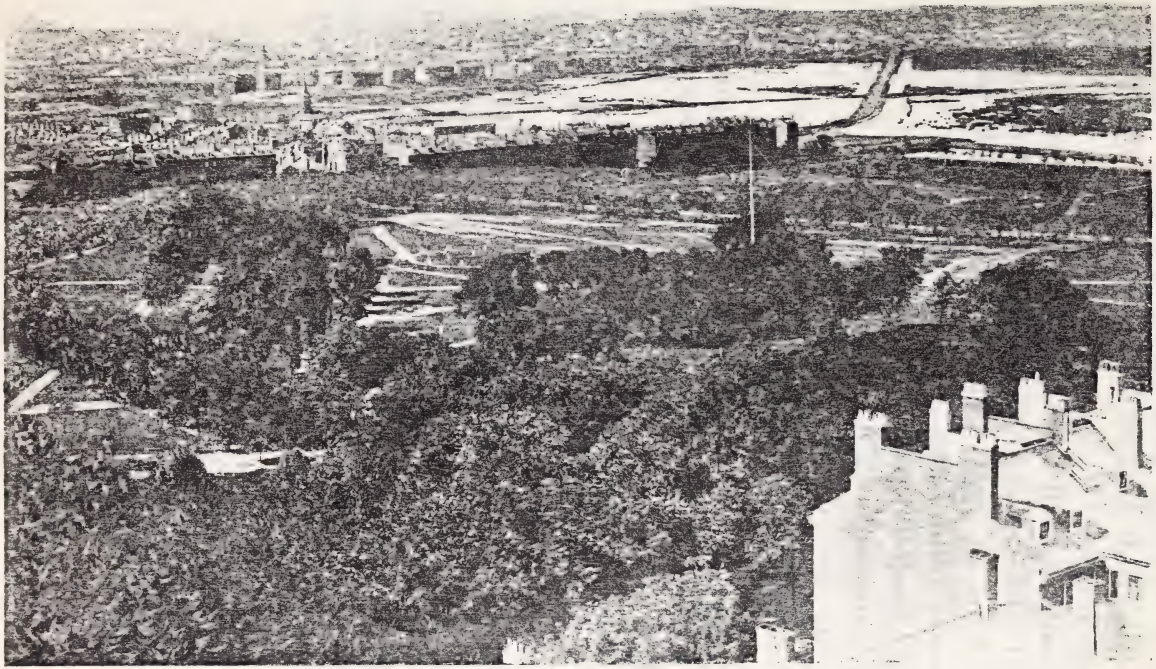
SHOWING THE CONDITIONS THAT WERE OVERCOME BY THE RECLAMATION OF THE BACK BAY.

Total Land Area of Boston Proper in 1630-783 Acres
" " " " " " " 1900-1876 "
" " " " " " " 1910-1904 "

MAP OF THE ORIGINAL PENINSULA, SHOWING FILLINGS AND PRESENT SHORE LINE.

The most lucrative public improvement was the reclamation of the Back Bay section and its transformation into one of the most beautiful residential sections in America. As in the case of other improvements, water power for mills was the purpose of its originator, Uriah Cotting, from whose persistence and executive ability the enterprise sprang, but at no time did he have in mind the ultimate use of the Back Bay as a site for residences. He organized and incorporated in 1814 the Boston & Roxbury Mill Corporation. By June 14, 1814, work had begun on the main dam. At that time the Back Bay was an expanse of water and marsh that extended from the foot of the Common to the uplands of Brookline and from the Charles River to the Boston Neck, and Boston's only connection with the mainland was by Boston Neck and Roxbury.

Under its charter the corporation was empowered to build a dam known as the Mill Dam, following what is practically now the present line of Beacon Street, from the end of Beacon Street at Charles, to Sewall's Point at Brookline; and also a cross dam along what is now the present line of Brookline Avenue from the main dam to Gravelly Point in Roxbury. Permission was also given to construct roadways on each dam and to levy tolls for their use. A further provision granted permission to build a road from the



VIEW SOUTHWEST OF THE BACK BAY FROM THE CUPOLA OF THE STATE HOUSE, LOOKING TOWARDS ROXBURY, FROM A PHOTOGRAPH TAKEN IN 1857.

western end of the main dam to Punch Bowl Road Tavern in Brookline. The avenue thus opened along the Mill Dam was known as Western Avenue, and later became the continuation of Beacon Street.

Authority was granted to confine the tide-water within the area of the Mill Dam, to erect mills to run by water power, or to lease water power. The company had the right to confine the flood-tide within the area of the dam and to discharge into a so-called empty basin, which was to be drained at ebb-tide. The construction of this Mill Dam furnishes the first record of the importation of Irish laborers. Parker Hill quarry furnished the stone. The opening of the dam was made of considerable civic importance, there being a parade and reception by the city fathers.

The flood basin really comprised the whole of the Back Bay from Punch Bowl Road, now Brookline Avenue, to the Public Garden. The purpose of the corporation originally was to cut a channel through the Boston Neck to drain the Back Bay into the South Bay. A channel was to be cut at Boston Neck about where the present Dover Street Bridge is, and a dam built, which would have completed the entire plan. Tidal mills were erected to use the water power created.

CONTROVERSIES TO PROTECT AND EXTEND VESTED OWER RIGHTS.

At first there was much opposition to Mr. Cotting's plans, and on June 10, 1814, in the *Daily Advertiser*, a citizen under the signature "Beacon Street" wrote a letter protesting against "converting the beautiful sheet of water, which skirts the Common, into an empty muddy basin, reeking with filth, abhorrent to the smell and disagreeable to the eye." Although Cotting began the work, he died before its completion, and under Colonel Loammi Baldwin, his successor, the Mill Dam was completed July 2, 1821. The plan relative to Dover Street was not carried out.

The Mill Corporation in 1824 was divided, and the Boston Water Power Company was chartered to purchase and hold any water power of the Mill Corporation. The directors in both companies were the same. In 1832 the Boston Water Power Company took the city mills' entire water power and all lands south of the main dam, while the Boston & Roxbury Mill Corporation retained the roads and property north of the dam.

Controversies soon arose between the Mill Corporation, the city of Boston, and owners of the uplands bordering the basin, as to the extent of flowage rights. The right of owners abutting on the marsh lands, covered at high tide, to fill and thus exclude flowage was a further cause of controversy. These controversies

BEACON HILL. FROM MOUNT VERNON NEAR THE HEAD OF HANCOCK STREET. SHOWING THE EXCAVATION FOR FILLING PURPOSES

(Drawing made on the spot by J. R. Smith 1811-14)

were finally compromised, and in 1832 the Supreme Court established the right of the Mill Corporation. When, however, the Boston & Providence and the Boston & Worcester Railroads, incorporated in 1831, projected their roads across the water basin of the Boston Water Power Company, the latter's stock depreciated fifty per cent., and strenuous objections were offered against the laying out of the roads. After some controversy the railroads succeeded in securing the concessions they desired.

In the mean time the conditions of the Back Bay became a public nuisance. The city, prior to 1827, had held in fee about one hundred acres of land, and for permission to drain into the corporation basin from the adjoining territory ceded this land to the Boston & Roxbury Mill Corporation. The result was the erection of buildings in the surrounding territory of Church and Suffolk Streets at a grade which would drain into this basin, increased, and conditions became so bad that the Back Bay was characterized as "an open cesspool."

The State under riparian rights claiming the territory, the city refusing to relinquish any of its claims, and the rights and privileges of the two corporations also being in dispute, a commission was appointed by the State, which in 1852 made a report, recommending

that the Corporations should be released from the obligations of their rights to forever maintain mill and water rights, and be permitted to use their property for land purposes. It advised that all filling should be done with clean gravel, a perfect drainage system maintained, the streets constructed should be wide and ample, and the Mill Dam, or Western Avenue, and all roads in the territory should eventually be free highways. The flats north of the Mill Dam were included in these improvements. It was further recommended that the receiving basin should be filled and laid out, and so disposed of as to secure for it a healthy and thrifty population. And, to prevent the territory becoming an abode of filth, the commission in conclusion advised that the filling be done by authority and under the direction of the State.

The agreement between the Boston Water Power Company, the Boston & Roxbury Mill Corporation, and the State, divided the lands so that the State became the possessor of the unfilled lands north of an east and west line, starting near the present New York, New Haven & Hartford Railroad depot, and south of the Mill Dam, while the other companies took the rest. Nothing, however, was done, and the nuisance continued to grow until 1856, when an agreement was entered into between the State, the city, which resisted all attempts to deny its rights, and the corporations. It called for the building of the sewer on Camden Street and the filling in of the lands of the Corpora-

tion. It was not, however, until 1864, that another agreement, known as the Tripartite agreement, was signed, which concluded the final laying out of streets and led to the rapid prosecution of the work.

The area thus filled by the agreement amounted to about one hundred and eight acres of public property, four hundred and sixty-two acres belonging to private owners and corporations. The filling cost, in the aggregate, $1,640,300.49, and yielded a gross income from land sales, exclusive of all gifts of land, of $4,708,936.28. The average price of land sold was $3.21 a foot; the highest price, $5 a foot; and the lowest, $2.75 a foot. In all about five hundred and seventy acres were added to the city during the years of the filling from 1857 to 1894.

THE HISTORY OF THE NORTH COVE, OR MILL POND.

The history of the North Cove, or Mill Pond, begins on July 31, 1643, when it was granted to Henry Simonds, John Button, and others, with three hundred acres at Braintree. Permission was conveyed to dig one or more trenches at Mill Creek and to bridge it at Hanover and North Streets with the old stipulation that attended all these dam rights, that one or more corn-mills be erected and maintained. The proprietors were also permitted to maintain a gate ten feet in width at the dam for mill purposes, but it was

ordered that at flood-tide the gate must be open for the passage of boats, so that they could arrive at their ordinary landing-places.

Mills were erected at the west end of the creek and at either end of the Causeway. A grist-mill and a saw-mill stood at what is now the junction of Thacher and Endicott Streets, and a little distance beyond a chocolate mill was later erected. Mill Creek, which cut off that part of the peninsula at the north to which in times past the name Island of Boston was given, became in process of time a canal with walls of stone wide and deep enough to permit the passage of boats as large as sloops from the harbor on the east to the river on the west. This right of passage through the creek had been carefully reserved in the grant to Simonds. The canal, or Mill Creek, eventually became a part of the Middlesex Canal Extension, which was incorporated in 1793, and at the time its use was discontinued by vessels had an average width of about twenty feet. It was crossed by the old mill bridge at Hanover Street, while at North Street was a drawbridge, from which that street was sometimes called Drawbridge Street. Blackstone Street is now built upon the line of the original creek.

As the heirs of the original proprietors increased, the Mill Pond Corporation was chartered in 1804 to succeed to their rights, and steps were at once taken for the filling in of the Mill Pond. The original obligation to maintain the mills and bridges forever was repealed by a vote of the town in 1807. Permission was given to fill up the Mill Pond, and use the soil of Copp's and Beacon Hills for the filling. A condition of the grant was that the town should receive one-eighth of all the lots so filled within twenty years. Much of the rubbish from the streets of the neighborhood, as well as material from the hills, also found its way into the Mill Pond. An idea of the amount of material that went into this cove, which took twenty-five years to fill, the work beginning in 1807, may be learned from the fact that at the beginning of the excavation of Beacon Hill for the Mill Pond the crest of the hill was level with the rail at the base of the State House dome, one hundred and thirty-eight feet above tide-water, and was graded down almost eighty feet, or to its present level, in the supplying of the material for the fill.

A great deal of the work was done between 1824 and 1829. About seventy acres were added to Boston, including about twenty acres of street surface, leaving fifty acres for building lots, of which the town by agreement received one-eighth. Much land has since

been added beyond the Causeway by the railroad companies filling in the adjoining flats and by erecting pile structures over the Charles River. On the filled land of the old Mill Pond are now located the terminals, freight and passenger, of the Boston & Maine Railroad, the offices and warerooms of the steel and iron industries, the large baking and confectionery interests, and other enterprises in that vicinity.

[illegible] COVE.

After the completion of Long Wharf little was done to extend the city in the vicinity of the Town Cove until 1780, when there was further filling around Dock Square and about the foot of Merchants Row. Under the administration of Josiah Quincy, between 1823 and 1826, an extensive public improvement took place in the vicinity of Dock Square. This was the filling in about the Town Dock in the neighborhood of Faneuil Hall, and the erection on the made land of a granite market-house, now Quincy Market, two stories high, five hundred and thirty-five feet long, fifty feet wide, covering twenty-seven thousand feet of land, and costing $150,000. Six new streets were added to Boston,—South Market Street, North Market Street, the street leading to Long Wharf now constituting a part of Commercial Street, Clinton Street, Roebuck's Passage, now part of Merchants Row, and Chatham Street.

As the result of filling, one hundred and twenty-seven thousand square feet of land and flats, and dock and wharf rights to the extent of one hundred and forty-two thousand square feet, were added to Boston. The initial cause of this improvement was the crowded condition of the City Hall market-place, and the total cost was about $1,100,000. Mayor Quincy personally secured many of the options on the different estates purchased. The increased real estate values, as well as the additional property secured by the city, more than paid for the whole improvement. The accompanying map shows the extent of the work. A gradual extension was made in the direction of the bay, until finally the land was completely filled to the line of Atlantic Avenue. Commercial Street was completed in 1829, Fulton Street some years later.

Atlantic Avenue was projected in 1868, and the filling completed in 1874. The material of which Atlantic Avenue was made came from the cutting down of Fort Hill, which was originally an eminence fifty feet high. With the exception of Washington Street, this avenue was one of the most expensive streets ever laid out by Boston, the total cost being $2,400,000. The material was brought in cars and dumped on the old docks along the line of the Barricado, and it is estimated one hundred and eighty-seven thousand five hundred and seventy cubic yards were filled in between low and high water mark along

the line of the avenue. The filling completed the reclamation of the one hundred and twelve acres of the Town Cove, levelled the thirteen acres of Fort Hill, and yielded valuable business land along the main harbor front of the city. In the section originally the site of the Town Cove are now to be found the market district of the city, the Custom House, much of the warehouse district of Atlantic Avenue and the coastwise steamship companies, the produce exchange, and much of State Street, now as always the financial section of the city.

Another public improvement under the administration of Mayor Quincy was the securing for the city of the valuable tract now known as the Public Garden. This had been granted in the year 1794 to the proprietors of the rope-walks between Pearl and Atkinson Streets during a time of great excitement occasioned by the burning of these rope-walks, which had endangered the town. Accordingly, the rope-walks were moved to the site of the Public Garden, which was then known as the rope-walk lands. There were five rope-walks, and they stretched about three-fourths of the distance along Charles Street in the direction of Beacon. In their new location the rope-walks were again burned in 1806, and an agitation was started for their renewal. Although the original grant to the

rope-walk proprietors was a conditional one, it became necessary for the city to secure from them a quit-claim before it could take title to the property that it had formerly owned. Release to the whole tract was given by the rope-walk proprietors for $55,000. A vote of the citizens, December 27, 1824, denied the right of the City Council to sell the lands, and declared that they should be forever kept open and free of buildings for the use of the citizens. Thus was established the Public Garden.

The South Cove development was due to the enterprise of the South Cove Associates, who were incorporated in 1833 with a capital of $414,500, the stock of which was divided into five-hundred-dollar shares. They bought two million three hundred and seventy-five thousand square feet of flats at an average price of twelve cents per foot, together with such marsh and upland at Roxbury as were necessary to protect their rights. Work was begun in 1836, and by November, 1839, fifty-five acres had been reclaimed, and seventy-seven finally added to the city at a cost of $316,084. Material for the fill came from Roxbury and Dorchester in boats and from Brighton by railroad. The fill required one million five hundred thousand cubic yards, and involved the construc-

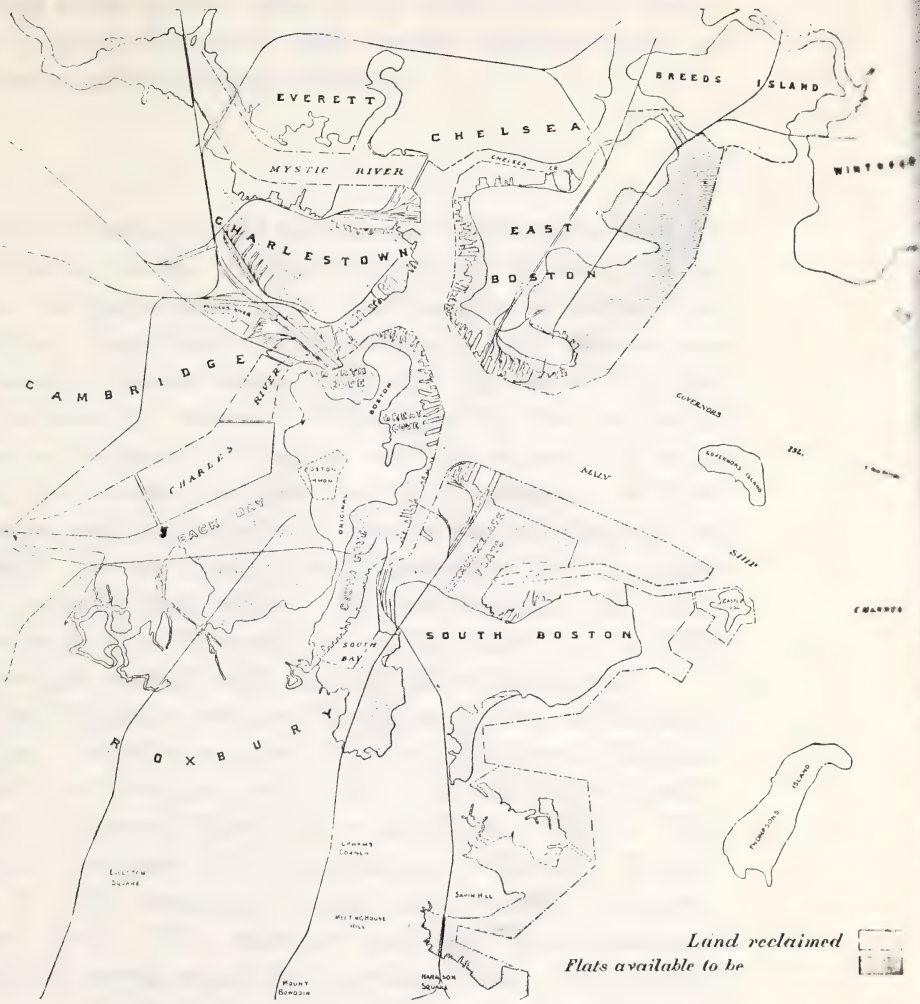
tion of three hundred and eighty feet of sea wall, and three miles of new streets. The Old Colony Railroad bought the land where the New York, New Haven & Hartford terminal now is, paying for its land in stock. The United States Hotel, subsequently sold, was erected on their land by the South Cove Associates. The filling of the South Cove rescued from the tide-water all of the low land east of Harrison Avenue from Essex Street to South Boston Bridge, and added to Boston a territory almost twice the size of the Common. Further filling in the South Cove was carried on in 1847 under the administration of Mayor Josiah Quincy, Jr., who was given authority to contract for filling the marsh lands known as South Bay on the southerly side of Boston Neck.

FRONT STREET CORPORATION.

The Front Street Corporation, composed of persons owning estates east of Washington Street and south of Beach, received its charter in 1804. It constructed a street parallel with Washington Street, called Front Street, now Harrison Avenue, and the owners of the intervening flat lands did their own filling. The filling began in May, 1804, and was completed in October, 1805. The cost was $65,000, and nine acres were added to the city. Additional filling also occurred in this section on lands which the city owned. The material for the filling was from the excavation of

Fort Point Channel, South Bay, and the gravel bank near Willow Court, as well as from gravel pits further away. Oliver Street was laid out by the city between 1847 and 1866, and Harrison Avenue became the main thoroughfare of this section. On the filled land of the South Cove are to be found the large railroad yards and depot of the New York, New Haven & Hartford system, many of the city buildings, mills, factories, and lumber interests; and here, too, the congested wholesale district finds an outlet.

A sea wall along the line of the Charles River, west of the present line of Brimmer Street, made comparatively easy the filling in of the West Cove, particularly as most of the material for the filling came from the cutting down of West Hill and the dumping of city ashes from Charles Street and the vicinity into the area between the sea wall and the shore line. The work was begun in 1803, and was carried on in a desultory way until 1853, but between 1853 and 1863 it was energetically pushed. Most of the work was completed before 1894. The section thus filled reached from Beacon Street to Lowell Street, and comprised an area of about eighty acres, which added $1,000,000 in assessed value to the city. A portion of the filling on the flats west of Charles Street was carried on by the Mount Vernon Proprietors, who suc-



MAP SHOWING LAND RECLAIMED AND LAND AVAILABLE FOR RECLAMATION.

ceeded after various sales to the estate of John Singleton Copley, the artist, who owned eighteen acres on the west side of Beacon Street.

To the foresight and perseverance of General William H. Sumner is due the development of Noddle's Island into that populous section which is now known as East Boston. Less than eighty years ago East Boston was a barren, treeless island, inhabited by one family and surrounded by marsh. It belonged to the mother of General Sumner. When he was but a youth of nineteen, he conceived a plan for the development of East Boston, and commenced to discuss the necessary plans, though it was many years afterwards that the project actually took shape. He had hoped at his mother's death that it would fall to his share, but in 1810 the estate was divided, and his sister inherited it.

East Boston comprised the island known as Noddle's Island,—which was a part of the original town of Boston, which had been granted by the Colonial Court April 1, 1623, to Samuel Maverick,—and Breed's Island. The area at the time of its annexation to Boston, December 7, 1636, contained about six hundred and sixty-three acres. The marshes and flats surrounding it included one thousand five hundred acres. The General Court had already declared on May 13, 1640, that the neighboring island, Breed's Island, and marshes be-

longed to Noddle's Island. For a time General Sumner was content to manage the estate for his sister. Finally, however, he organized in May, 1833, the East Boston Company, raising the necessary money to buy the island, for $80,000. So little did a Mr. Williams, who was one of the tenant farmers who had grown rich on the island, think of the project of dividing it into city lots, that he refused, with derision, an offer of an acre if he would put up a house on it.

In the laying out of the property, four acres were set apart for schools, engine-houses, and burying-grounds. The first dwelling-house was erected by Guy C. Haynes, and occupied by him in September, 1833. The first public sale of lands netted $86,000, a profit of $6,000 over the purchase price. The island had been valued the same year at $60,000.

The aggregate area reclaimed by the East Boston Company is about two hundred and fifty acres, and the principal filling has been between 1880 and the present. Much work has been done on the Parkway lands by removing one hundred and eighty thousand cubic yards of earth from Eagle Hill, near Meridian Street, to these lands.

Many of the flats around East Boston are in process of reclamation either by the State, the city, or railroad and private interests which own the involved territory. The location on the Main Ship, Governor's Island and Winthrop Channels makes this land of much value to Boston.

The reclamation of the Commonwealth Flats in South Boston began about the same time that the South Cove and Front Street corporations commenced to fill the opposite, or Boston, side of Fort Point Channel. Much of the refuse of the great Boston fire was used here. The section known as the Commonwealth Flats in South Boston is owned by the Commonwealth of Massachusetts, and contains about five hundred and ninety-three acres. It lies adjoining the main ship channel, and the filling is for the purpose of increasing Boston's harbor facilities.

A substantial sea wall, finished in January, 1894, had reclaimed and enclosed about two hundred and sixty-two acres of the Commonwealth Flats by an average fill of eighteen feet. The New York, New Haven & Hartford Railroad already own eighty-seven acres, and the land will probably yield to the Commonwealth a clear profit of from $3,000,000 to $4,000,000. The whole section will probably furnish sites for warehouses, factories, and wharves.

Work is also being done on the South Bay by the State, railroad, and private interests. Work is also in progress along the shore front of Charlestown. Recent notable fillings have been those of the Charles River Embankment and of the Charles River Basin. The development of the future will be in the nature

of increasing the harbor facilities. If all the possible improvements are carried out along the different lines that have been suggested, Boston Harbor developments in the future will be very extensive.

ORIGINAL AREA AND FILLING OF BOSTON IN ACRES.

CORRECTED TO SEPTEMBER 1, 1910.

[From Bulletin of the Statistics Department, City of Boston, Vol. XII., Nos. 4, 5 and 6.]

	Original land.	*Filled land.*	*Land.*	*Flats.*	*Water.*	*Total area to Ward Lines.*
Boston Proper	783	1,121	1,904	—	400	2,304
Annexed Territory:						
East Boston:						
Noddle's Island	650	110	760	200	36	996
Breed's Island	785		785	21	123	929
South Boston	1,333	538	1,333	586	93	2,012
Roxbury	2,450	322	2,772	121	43	2,936
Dorchester	5,600	9	5,609	530	92	6,231
West Roxbury	8,075	—	8,075	—	45	8,120
Brighton	2,664	1	2,665	—	94	2,759
Charlestown	424	416	840	88	149	1,077
	22,764	2,517	24,743	1,546	1,075	27,364

POPULATION AT EARLY AND LATER PERIODS.

It will be interesting in conclusion to glance at some of the figures of population from the beginning to the present.

The early population of Boston is in doubt, for all estimates prior to the beginning of the Federal Census in 1790 are only approximate. Thus the early estimated population was one hundred and fifty in 1638; in 1675, four thousand; in 1722, according to a census

taken by the town, it was ten thousand five hundred and sixty-seven; in 1765 a census taken by the Colony reported fifteen thousand five hundred and twenty; while ten years later a census taken by General Gage at the time of the British occupation in 1775 showed only six thousand four hundred and seventy-three. Between 1775 and 1776 there was quite an exodus of the families who desired to get out of Boston before its siege by the Patriots, so that the population in 1776 as taken by the Colony was but two thousand seven hundred and nineteen. In 1781 it had jumped again to ten thousand, and in 1784 to fifteen thousand eight hundred and seventy-six, while in 1789 an estimated census taken by the town shows seventeen thousand eight hundred and eighty.

When the act was passed establishing the City of Boston on February 23, 1822, including annexations, the population of Boston was about forty-three thousand. The total number of votes cast at the town meeting to decide the question of whether Boston should become a city was four thousand six hundred and seventy-eight, of which two thousand seven hundred and ninety-seven voted "Yes" and one thousand eight hundred and eighty-one against the acceptance of the City Charter. Nine hundred and sixteen was therefore the majority by which Boston became a city.

The following table shows the population of Boston proper, and its annexations from its beginning to the last census:—

POPULATION OF BOSTON, 1638-1905.

Census.					Annexations.								
Years.	Taken by—	All Boston.	Boston Proper settled 1630; made a City 1822.	Annexed Territory.	East Boston, 1637.	The Islands.	South Boston, 1804.	Washington Village, 1855.	Roxbury, 1867.	Dorchester, 1869.	West Roxbury, 1873.	Brighton, 1873.	Charlestown, 1873.
1638			[1] 150										
1675			[1] 4,000										
1698			[1] 7,000										
1704			[1] 6,750										
1720			[1] 11,000										
1722	Town		10,567										
1742	Town		16,382										
1752	Town		15,731										
1765	Province		15,520						1,487	1,360			2,031
1775	Gen. Gage		6,573										
1776	Province		2,719						1,433	1,513			360
1781	Province		[1] 10,000						[1] 1,650	[1] 1,840			[1] 725
1784	Province		[1] 15,870						[1] 2,150	[1] 2,060			[1] 1,340
1789	Town		[1] 17,880										
1790	United States	18,320	18,038	282		282			2,226	1,722			1,583
1800	United States	24,937	24,655	282		[1] 282			2,765	2,347			2,751
1810	United States	33,787	32,896	891	18	519	354		3,669	2,930		608	4,959
1820	United States	43,298							4,135	3,684		702	6,591
1825	City	58,277	56,003	2,274	24	264	1,986						
1830	United States	61,392							5,247	4,074		972	8,783
1835	City	78,603	72,057	6,546	607	344	5,595						
1840	United States	93,383	85,475	7,908	1,455	277	6,176		9,089	4,875		1,425	11,484
1845	City	114,366	99,036	15,330	5,018	292	10,020						
1850	United States	136,881	113,721	23,160	9,526	325	13,309		18,364	7,969		2,356	17,216
1855	State	160,490	126,296	34,194	15,433	[1] 530	16,912	[2] 1,319	18,469	8,340	4,812	2,895	21,700
1860	United States	177,840	133,563	44,277	18,356	[1] 1,000	24,921		25,137	9,769	6,310	3,875	25,065
1865	State	192,318	141,083	51,235	20,572	[1] 1,300	29,363		28,426	10,717	6,912	3,854	26,399
1870	United States	250,526	138,781	111,745	23,816	[1] 1,700	39,215		34,753	12,261	8,686	4,967	28,323
1875	State	341,919	140,669	201,250	27,420	1,927	[1] 54,147		50,429	15,788	11,783	6,200	33,556
1880	United States	362,839	147,075	215,764	28,381	1,545	56,369		[1] 57,123	[1] 17,890	14,032	6,693	33,731
1885	State	390,393	147,138	243,255	29,280	2,139	61,534		65,965	20,717	17,424	8,523	37,673
1890	United States	448,477	161,330	287,147	[3] 36,930		66,791		78,411	29,638	24,997	12,032	38,348
1895	State	496,920	160,349	336,571	39,889	2,706	67,913		92,088	45,909	32,761	15,001	40,304
1900	United States	560,892	167,257	393,635	43,478	2,278	* 67,809		* 105,393	* 77,483	* 37,263	19,279	40,652
1905	State	595,380	172,473	422,907	51,334		67,436		111,261	90,011	41,076	21,806	39,983

Six hundred and seventy thousand five hundred and eighty-five was the population of Boston on April 15, 1910, according to the United States Bureau of the Census. The estimated population on June 1, 1910, based on the observed increase from April 15, 1910, to June 1, 1910, is six hundred and seventy-one thousand nine hundred and seventy-five. The population by districts has not been computed.

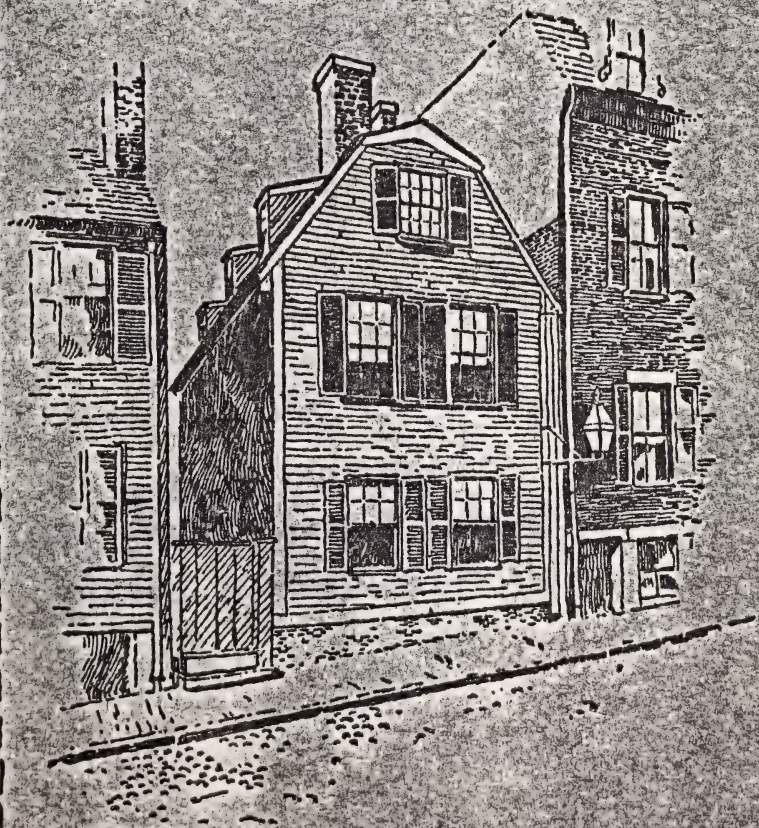
[1] Estimated.

[2] Included in South Boston after 1855.

[3] Including Islands.

* These figures are made up to cover the geographical area originally belonging to each subdivision, which had not been done in previous censuses. If the same territory be assigned to each division in 1900 as in 1895, the figures for 1900 would be: South Boston, 70,161; Brighton, 24,648; West Roxbury, 48,407; and Roxbury, 110,722,—instead of those given in the table. See Commonwealth of Massachusetts, Public Document No. 13, page 12.

FORTY OF BOSTON'S HISTORIC HOUSES



FORTY OF BOSTON'S HISTORIC HOUSES

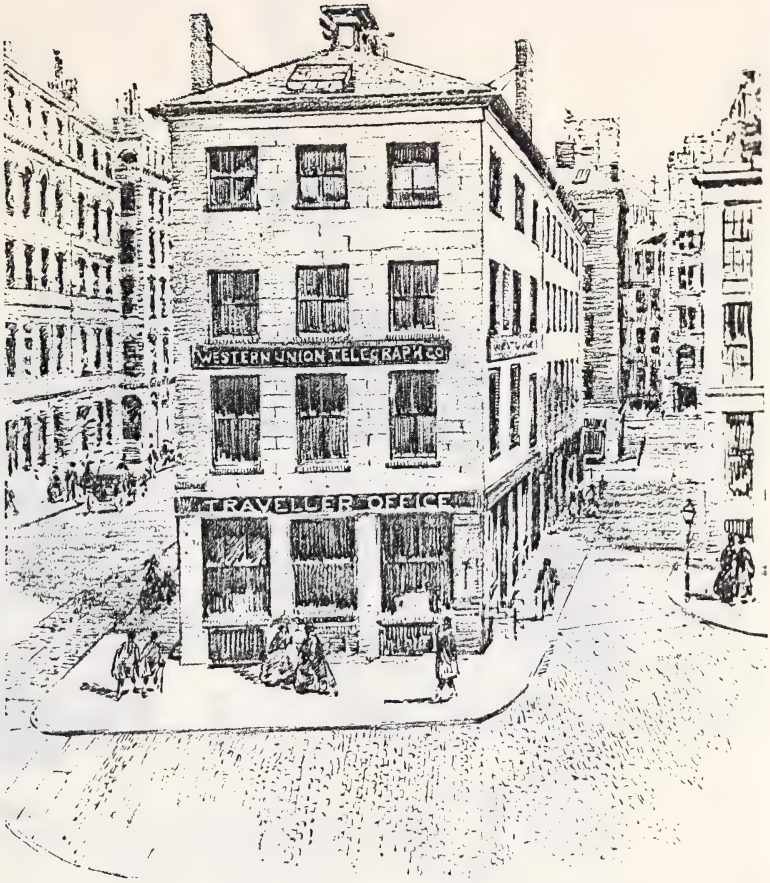
PRINTED FOR THE
STATE STREET TRUST COMPANY
BOSTON MASSACHUSETTS

FOREWORD

IT gives the State Street Trust Company pleasure to present to you the sixth of the historical monographs relating to Boston that have been issued by the Company. The brochure presents illustrations and brief sketches of the homes, in or near the business section, of those who have been the leaders of Boston in art, science, business, and politics. It does not aim to be a complete list of such houses, but to present only forty of the most interesting ones.

The State Street Trust Company desires to acknowledge the courtesy of Dr. Samuel A. Green, of the Massachusetts Historical Society, and Mr. Charles F. Read, of the Bostonian Society. It also desires to acknowledge the courtesy of Messrs. Little, Brown and Company, Houghton Mifflin Company, and Mr. Charles H. Stark in permitting the use of illustrations from some of their publications.

We hope that this small book may be of sufficient interest to find a place in your library.



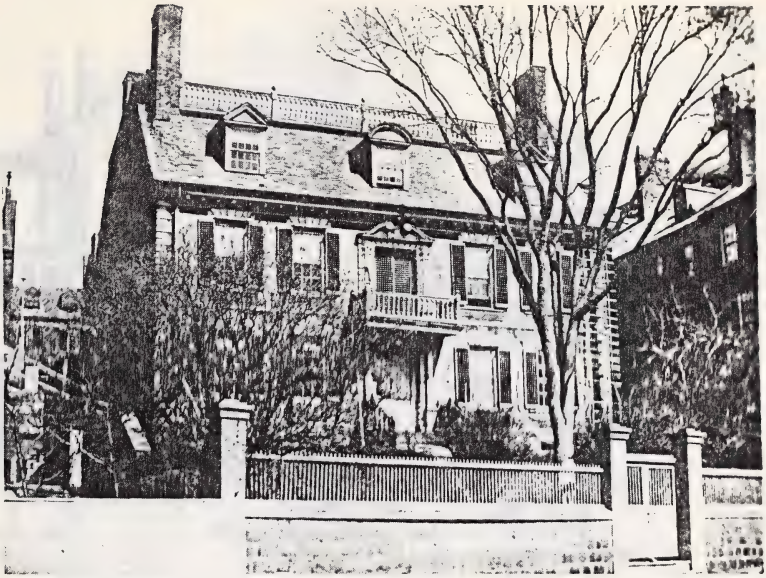
THE OLD TRAVELLER BUILDING

AFTER THE ALTERATIONS OF THE ROGERS BUILDINGS

It is now the site of the Worthington Building, the new home of the State Street Trust Company. On this site stood in 1650 the homestead of Elder Thomas Leverett, who settled in Boston in 1633, and was with John Cotton one of the first elders of the First Church. In 1709 the property was owned by Thomas MacCarty, and was known as MacCarty's Corner. Here Benjamin Russell in 1784 began the publication of the *Columbian Sentinel*. The Rogers Buildings, erected about 1800, was one of the first brick blocks in Boston. It was sold in 1811 to James Harrison, who in turn sold it to Daniel Dennison Rogers, when the block was known as Rogers Buildings. In 1833 Henry B. Rogers, son of the former, sold it to Israel Thorndike, and it became known as Thorndike's Buildings. In 1838 Israel Thorndike sold it to the National Insurance Company, but it continued to be known as Thorndike's Buildings until the *Evening Traveller* took up its quarters here in 1851. It was known as the Old Traveller Building from December, 1851, to 1894, when it was torn down to make way for the present Worthington Building, which was built in 1895. The property from 1856 to 1884 was owned by Peter Chardon Brooks, or his estate. Mr. Roland Worthington purchased it in April, 1884.

PROVINCE HOUSE
Washington Street

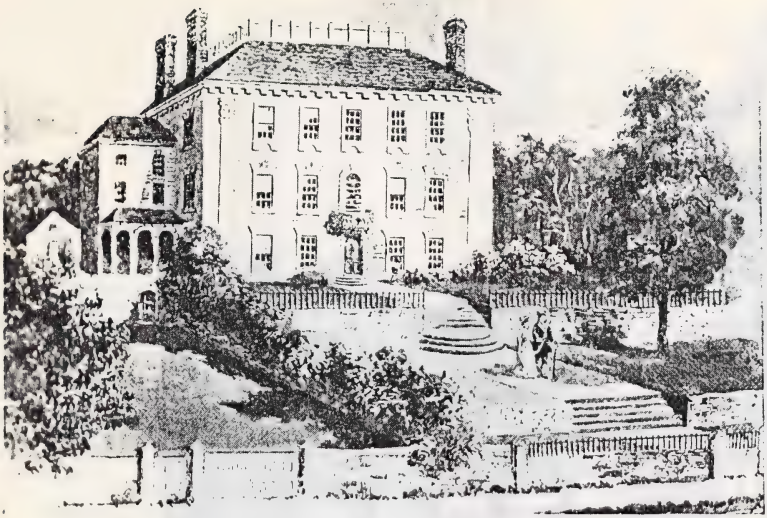
The house which later became the Province House was erected in 1679 by Peter Sergeant, a leading Boston merchant of his time. In 1716, after Sergeant's death, the estate was bought for twenty-three hundred pounds by the Province of Massachusetts Bay as the official residence of the Royal Governors, all of whom lived there. After the Revolution the residence, then the property of the State of Massachusetts, was called the Government House for some years, and it later became a tavern, and still later was the home of minstrelsy, a theatre having been built within its walls. What remains of the Province House is now incorporated into a business building, and a portion of the northern wall, probably the oldest brickwork in the city, can be seen at the present time in the rear of 323 to 331 Washington Street, in that portion of the street known as Marlborough Street in Provincial days.



HANCOCK HOUSE

Beacon Street

The Hancock house was built in 1737 by Thomas Hancock, an eminent Boston merchant of his day, who resided in it until his death in 1764. After the death of his widow in 1776, it became the property and home of their distinguished nephew, John Hancock, the patriot whose bold autograph was the first affixed to the Declaration of Independence. He lived in the house until his death in 1795, which occurred while he was filling the high office of Governor of the Commonwealth of Massachusetts. During the siege of Boston the Hancock house was a British military headquarters, and subsequently it was the scene of generous hospitality bestowed by its wealthy owner on his distinguished friends. It was torn down in 1863, to the regret of antiquarians, and its site is covered to-day by the estates 29 and 30 Beacon Street.



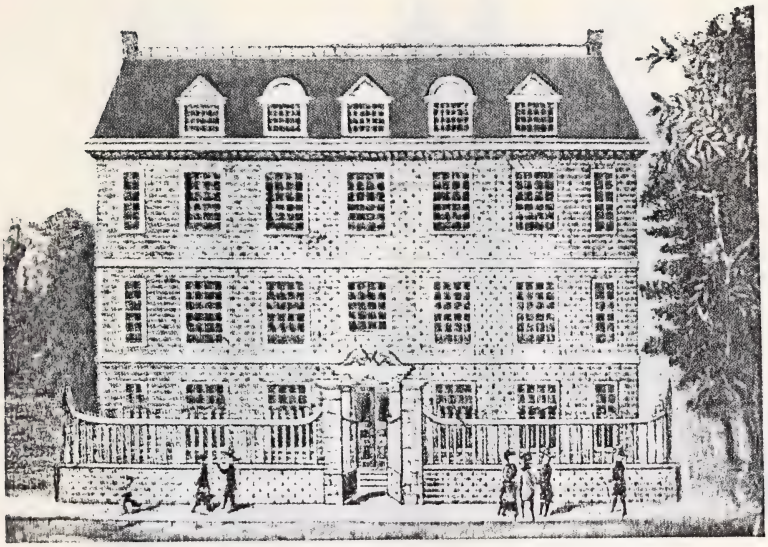
FANEUIL–PHILLIPS HOUSE

Tremont Street

The Faneuil-Phillips house was built 1709 by Andrew Faneuil, a rich Boston merchant, who was a French Huguenot by birth. At his death in 1738 the estate, seven acres in extent, became by his will the property of his nephew, Peter Faneuil, who continued to conduct the business and dispense the hospitality of the family. As he was unmarried, he was assisted in the latter by his sister Mary Ann Faneuil, who shared the family mansion with him. Peter Faneuil gave to the town of Boston in 1742 the hall which bears his name and which has always been known as "The Cradle of Liberty." After his death in 1743 the Faneuil house had several owners. At the time of the Revolution one of the Vassall family owned it, and, they being Tories, it was confiscated and sold in 1783 by the Commonwealth of Massachusetts to Isaiah Doane. It was the home of William Phillips, Lieutenant-Governor of the State from 1812 until his death in 1827. In 1835, at the time of extensive operations on Tremont Street, Tremont Row, and Pemberton Square, on the easterly slope of Pemberton Hill, the mansion was taken down and the acres covered with business buildings and residences. The site of the house is covered to-day by the Carney Building opposite King's Chapel Burying-ground.

VASSALL HOUSE
Summer Street

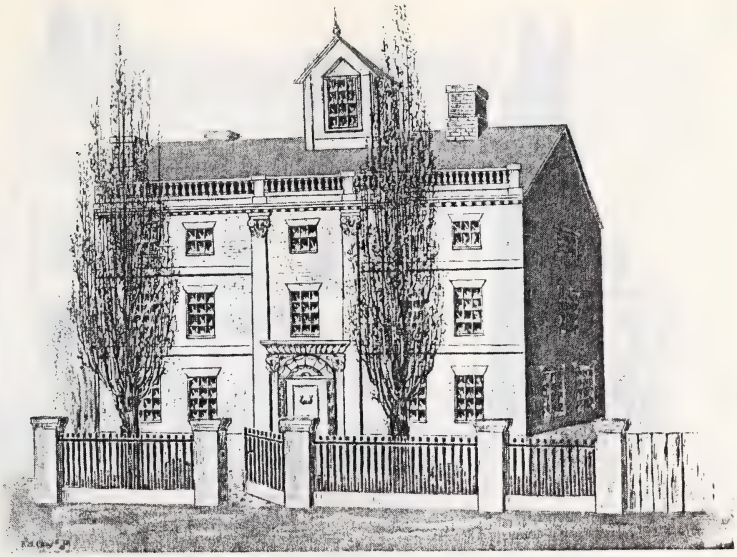
The Vassall house was built on Seven Star Lane, now Summer Street, about 1727 by Leonard Vassall, a rich West Indian planter. At his death in 1737 the estate, which measured sixty-eight by two hundred and sixty-eight feet, was sold to Thomas Hubbard for six hundred pounds. It was the home for nearly forty years of Thomas Hubbard, who was a distinguished Bostonian of his day and who was treasurer of Harvard College for twenty-one years. It was next the property of Frederick William Guyer, and, as he was a Loyalist, it was confiscated by the Commonwealth. It was, however, placed in Mr. Guyer's possession again in 1789, when he returned to Boston and was restored to citizenship. In 1803, the year before he died, Mr. Guyer sold the estate to Samuel P. Gardner, ancestor of the late John L. Gardner, of Boston, and it is still in possession of that family. About 1843 this relic of Provincial Boston was demolished, and the granite business building (now occupied by the firm of C. F. Hovey & Co.) was erected on the site.



CLARK–FRANKLAND HOUSE

Garden Court and Prince Street

The mansion which was called the Clark-Frankland house was erected probably about the year 1713 by William Clark, as in the previous year he bought of Ann Hobby the land on which it was built. William Clark, who was born early in the eighteenth century, was a Boston merchant and distinguished among his fellow-citizens as a Councillor of the Royal Province of Massachusetts Bay. After residing in the stately mansion for many years, he died in 1742, and some years later, in 1756, his son-in-law sold the property for twelve hundred pounds to Sir Harry Frankland, Bart., who married the charming Agnes Surriage, of Marblehead. Sir Harry, however, occupied the house but a brief year, for he was soon appointed Consul-General to Lisbon, Portugal. Isaac Surriage sold the estate in 1811 for eight thousand dollars to Joshua Ellis, a retired Boston merchant, and he lived there until his death in 1829. In 1832, when the way known as Bell Alley was widened, it is said that the great house, containing twenty-six rooms, was taken down, and only memories remained in Boston of the celebrated romance of Sir Harry Frankland and Agnes Surriage.



COTTON MATHER HOUSE

Hanover Street

The house formerly situated on ancient Middle Street, now Hanover Street, and shown in the illustration, was for thirty years the house of the distinguished divine, Cotton Mather. John Gallop was the first owner of the land, on a portion of which the house was built. In 1655, after several transfers, a part of the Gallop property came into the possession of Rev. John Mayo, pastor of the Second Church of Christ in Boston, and he lived on this estate until 1673, when, removing to Barnstable, he sold it to Abraham Gording, mariner, and he, in turn, sold it to Rev. Cotton Mather in 1688. In the house, which he probably built, Mather lived for thirty years, during which time much of his literary work was accomplished. In 1718 Cotton Mather sold the estate to Joseph Turill, and later, in 1822, the property came into the possession of John Howard. It was sold by the daughter of John Howard in 1880 to John Miller, who built in 1882 the building still standing, numbered 300 Hanover Street. The elder daughter of John Howard remembered well the ancient house before the front wall was taken down and the building extended to the street in 1846. It was from her recollections that the illustration was made. It is therefore not authentic.

FOSTER-HUTCHINSON HOUSE
Garden Court

The Foster-Hutchinson house was probably built by John Foster about the year 1686, as in that year he bought the land, which became his estate, from Richard Wharton. John Foster was a wealthy Boston merchant who was prominent in official and military life. He died, intestate, in 1711, and his wife, surviving him but two months, bequeathed the bulk of the family estate, including the "dwelling or brick mansion," to her nephew, Captain Thomas Hutchinson. He and his distinguished son of the same name, who was Governor of Massachusetts Bay from 1771 to 1774, occupied it in turn until 1765, when it was sacked by a mob who thus showed their disapproval of Hutchinson's action, while Lieutenant-Governor, in the enforcement of the obnoxious Stamp Act. The estate was later confiscated and sold to William Little, merchant, and for many years appraiser at the Custom House, who occupied it until his death in 1831. Another occupant at this time was Colonel John P. Boyd, a brother of Mrs. Little, and Naval Officer of Boston in 1830. Like its neighbor, the Clark-Frankland house, the Foster-Hutchinson mansion was demolished in 1833, when Bell Alley was widened and made a continuation of Prince Street.

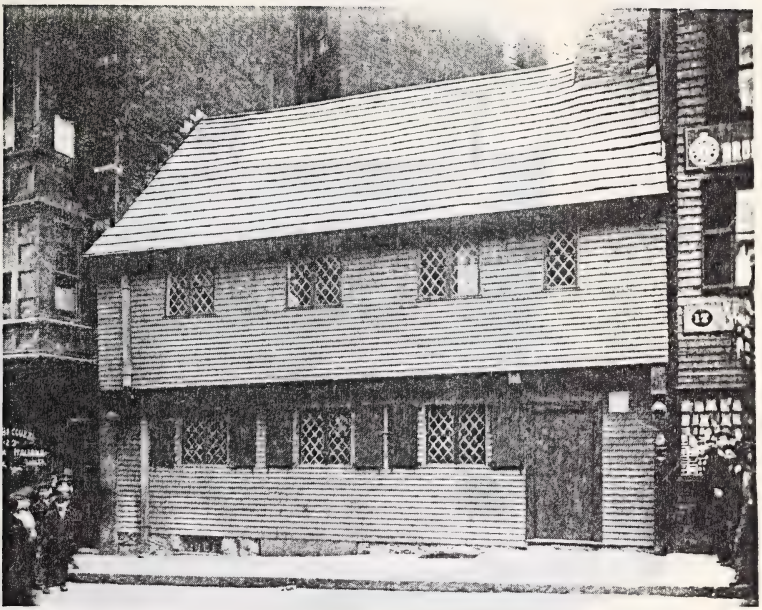
EBENEZER HANCOCK HOUSE

Marshall's Lane

There is to be seen at the present time in Marshall Street, opposite the "Boston Stone," the ancient eighteenth-century building which was formerly the home of Ebenezer Hancock, a younger brother of John Hancock, the patriot. Through the latter's influence while President of the Continental Congress in Philadelphia, Ebenezer Hancock was appointed in 1776 Deputy Paymaster-General of the Continental Army. This appointment made his home an important place during the Revolution for disbursement of money to the troops. Ebenezer Hancock, however, left the house many years before his death in 1819, and by the year 1789 it had become the property of Ebenezer Frothingham, a china and glass merchant, who had his store in the first story. In 1798 Benjamin Fuller, a shoe dealer, also had a shop in the building, and he in turn was followed about the year 1821 by William H. Learnard, who continued the shoe business until his death in 1886. The same trade is carried on to-day in one of the stores, the rest of the ancient house being devoted to restaurant and tavern purposes.

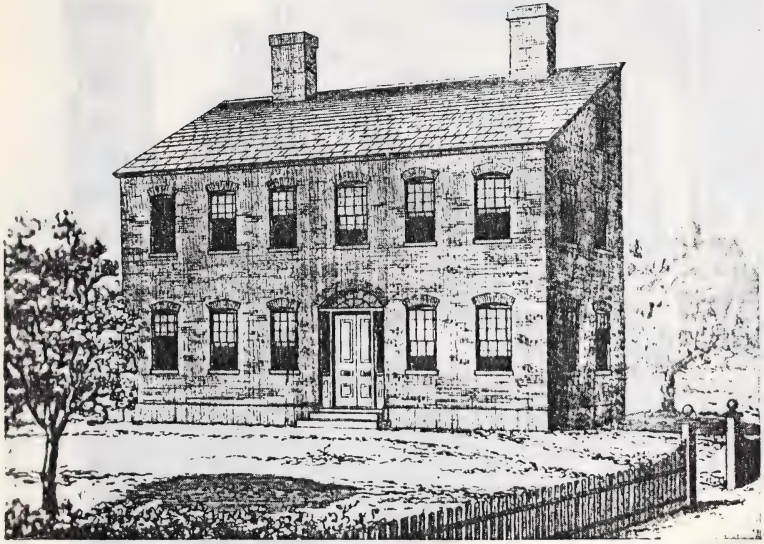
DALTON HOUSE
Congress Street

James Dalton, a sea-captain, bought in 1756 an estate situated between Milk and Water Streets, and on this estate built a mansion in 1758. At about this same time a new street was laid out by the town of Boston, on which the house fronted. This thoroughfare was called Dalton Street, and became Congress Street in 1800. After Captain Dalton's death in 1783, the house was occupied by his son, Peter Roe Dalton, who was Deputy Commissary-General of Supplies of Issue in the Continental Army. He was afterwards cashier of the Massachusetts Bank, and still later cashier of the United States Branch Bank. His death occurred in the house in 1811. When the Dalton estate was sold, the front portion on Congress Street was covered by a row of brick dwelling-houses, which were later altered into stores, as the locality became devoted to business. These were in turn replaced by a granite business structure, which bore the name Dalton Block. The estate is now the site of the United States Post-office Building.



REVERE HOUSE
North Square

The house in North Square which was for years the home of Paul Revere, the Revolutionary patriot, was probably built about 1676, and was therefore almost a century old when he bought it in 1770 for two hundred and thirteen pounds, six shillings, eight pence. In this house his first wife, Sarah (Orne), died in 1773, and to it he brought, in less than six months, his second helpmate, Rachel (Walker). Here, also, were born the majority of his sixteen children. It was while living in North Square that he did his patriotic service as the Messenger of the Revolution, and he lived in the house until about 1788, when he removed to another house in Charter Street. He bought, twelve years later, on the same street, the brick mansion in which he lived until his death. Revere was an engraver, a gold and silver smith, and a bell and cannon founder, and specimens of his handicraft are now much prized as heirlooms of an heroic past. He is said at one time to have acted as a dentist. The patriot's home in North Square has been restored by the Paul Revere House Association, and is a notable example of a humble home of the older time. It is now one of the foremost attractions of the Old North End of Boston.



WARREN HOUSE
Hanover Street

The house was the modest home of General Joseph Warren, the young Boston physician of American Revolutionary fame. In 1734 it was sold by Jonathan Belcher to Joshua Green. In 1770 Dr. Warren hired the house of Mrs. Joshua Green on Hanover Street, and lived there, his wife having meanwhile died in 1773, until he relinquished his profession and left Boston to give his whole attention to the legislative deliberations in Massachusetts which preceded the Revolution. A letter from George Green to Joshua Green, dated December 5, 1770, describes the leasing of the house in the following words: "My mother has let out the house to one Dr. Warren and boards with him as she did not choose to move out of a place she has been so long used to. She reserves to herself the two front chambers and keeps her maid and negro man." The house was taken down about the year 1835, when the American House was built. Joseph Warren was commissioned Major-General by the Provincial Congress of Massachusetts on June 14, 1775. Three days later he was killed at the battle of Bunker Hill, thus becoming one of the first martyrs of the Revolution.

GALLOUPE HOUSE
Hull Street

The Galloupe house formerly stood on ancient Hull Street, at the North End, and was built about 1724 by Philip Howell, calker, who bought the land on which it stood of Ebenezer Clough, a selectman of Boston and a founder of the New North Church. After several transfers the estate was bought in 1772 by Benjamin Gallop, as the name was then spelled, who resided in it until 1775, the year before his death. The house was then occupied by British troops, the Gallop family withdrawing to Saugus. Tradition says that General Gage occupied it as his military headquarters during the battle of Bunker Hill. Richard Galloupe, son of Benjamin, next occupied the house. At his death, about 1842, the estate became the property of his son-in-law, William Marble, the well-known sail-maker and decorator. He occupied it until 1877, when he sold it to William Coleman, wholesale fish merchant, who occupied it until his death in 1905. The site of the Galloupe house and garden, which, when the house was built, extended to Salem Street, is now covered by tenement property.

CAPEN HOUSE
Union Street

The Capen house, which still stands at Nos. 41 to 45 Union Street, bears evidence, in its solid belted front wall and ancient roof, that it was built about the beginning of the eighteenth century, although the northerly portion was apparently built at a later period. It is one of the oldest buildings in that locality. Hopestill Capen was a shopkeeper in this building for many years before his death in 1807, and also a town official in Boston and a sergeant in the Ancient and Honorable Artillery Company. He was "the master" to whom was apprenticed in 1763 Benjamin Thompson, of Woburn, Mass., who later became a distinguished scientist, and was known as Count Rumford. Thomas Capen, a son of Hopestill Capen, succeeded his father as a shopkeeper in the old house, and owned the property at the time of his death in 1819. It was then appraised at five thousand dollars, and it is still assessed to the heirs of Thomas Capen. The oyster business has been conducted in the Capen Building by tradesmen bearing the name of Atwood from the year 1826 to the present time. It is also worthy of note that the Massachusetts *Spy* was published in the building by Isaiah Thomas from 1771 to the beginning of the Revolution, when it was removed to Worcester.

BULFINCH HOUSE
Bowdoin Square

About 1724 John Coleman, a Boston merchant, gave adjoining lots of land in that portion of Cambridge Street, West Boston, which is now known as Bowdoin Square, to Dr. Thomas Bulfinch and Peter Chardon, who had married, respectively, his daughters Judith and Sarah, and a house was soon built on each estate. Dr. Bulfinch, who was a physician, lived with his family in the house that he built until his death in 1757. His only son, Thomas Bulfinch, was likewise a physician, and married in 1759 Susan, daughter of John Apthorp and grand-daughter of Stephen Greenleaf, last Royal High Sheriff of Suffolk County. Dr. Bulfinch, the younger, lived in the house until his death in 1802, and about then the estate was bought by Joseph Coolidge, a Boston merchant, as a home for his son Joseph Coolidge, who had married a daughter of Dr. Bulfinch. A son of Dr. Bulfinch was Charles Bulfinch, who was born in the house in 1763. He was the distinguished architect who designed the State House and many other notable buildings still standing in Boston and elsewhere in New England. He was prominent in the civic affairs of the town of Boston, serving as Chairman of the Board of Selectmen. Charles Bulfinch passed his latter days in the old family home when it was in the possession of the Coolidge family. The site of the Bulfinch house is now covered by a granite block which bears the name Coolidge Building.

ROWE HOUSE
Bedford Street

John Rowe, who was born in Exeter, England, in 1715, came to Boston about 1736, having then bought a warehouse on Long Wharf, and became one of its richest merchants. He married in 1743 Hannah Speakman, but had no children. He purchased in 1764 an estate on the northerly side of Pond Lane, now Bedford Street, and built the house in which he lived until his death in 1787. In his published diary he records as follows his removal into his new house: "Oct. 16, 1766, Slept this night for the first time in our new house which is a Very Good, Handsome and Convenient house." John Rowe also owned a large tract of land opposite his house, which extended from Bedford to Essex Street. Rowe Street, now a part of Chauncy Street, was named for him. His diary shows us that he was intimate with the wealthy and influential families of Boston, and his home was the scene of many splendid entertainments. He was a warden of Trinity Church, a proprietor of Long Wharf, a selectman, and served on various town committees. He was also Grand Master of Masons of North America, receiving his commission in 1768 from the Duke of Beaufort. The Rowe estate was sold in 1817 by the heirs, Mrs. Rowe having died in 1805, to Judge William Prescott, and he lived there until his death in 1844, as did also his son, William Hickling Prescott, the historian. The house was taken down in 1845, and the site is now covered by the Bedford Street store of the Jordan Marsh Company.

JOHN QUINCY ADAMS HOUSE

Corner of Boylston and Tremont Streets

In 1806 and 1807 John Quincy Adams, then a practising lawyer in Boston, and son of John Adams, second President of the United States, bought two adjoining estates at the corner of Frog Lane and Nassau Street, now Boylston and Tremont Streets. In the home which Mr. Adams made for himself here his distinguished son, Charles Francis Adams, was born, August 18, 1807. Mr. Adams, however, lived here but a short time, for in 1809 he went with his family to Russia, having been appointed by President Madison the first United States minister to that country. John Quincy Adams never returned to Boston to live, for he was continuously in public life in Washington and abroad, and served as the sixth President of the United States from 1825 to 1829. The estate, however, remained in the possession of the Adams family until recently. It was covered for some years by the Hotel Boylston, and is now the site of the Hotel Touraine. The house is shown back of the lamp-post.

GARDINER GREENE HOUSE

Tremont Row

The house which bore the above name during the first third of the nineteenth century was probably in its best days the most elegant residence in Boston, being surrounded by spacious gardens and occupying the crest and eastern slope of Pemberton Hill, or, as it was first known, Cotton Hill. It was built about 1758 by William Vassall, and in 1790 the estate became the property of Patrick Jeffry, who was known as the second husband of the wronged but eccentric Madame Haley. Jonathan Mason became the owner of the property in 1802, and in the following year sold it to Gardiner Greene, who occupied it until his death in 1832. During Greene's occupancy it was the scene of lavish hospitality. At the time of his death the estate measured three hundred feet on Tremont Row, and was appraised at one hundred and forty-two thousand dollars. Gardiner Greene's widow was a daughter of John Singleton Copley, the eminent painter, and sister of Lord Lyndhurst, once Lord Chancellor of England. She survived her husband more than thirty years. When the great improvement of Tremont Street, Tremont Row, and Pemberton Square was made in 1835, the Gardiner Greene estate was covered with buildings.

PERKINS HOUSE

Pearl Street

James Perkins and his brother and business partner, Thomas Handasyd Perkins, wealthy Boston merchants, purchased of Daniel McNeill in 1792 land on Pearl Street, formerly Hutchinson Street, after the destruction by fire of the rope-walks on that thoroughfare, and built thereon two homes. Colonel Thomas H. Perkins, a distinguished Bostonian of his time, occupied his house until about the year 1834, when he removed to the new house which he had built in Temple Place, and which is now, in an altered condition, the banking-room of the Provident Institution for Savings. James Perkins, a short time before his death in 1822, gave his mansion to the Boston Athenæum, the institution acquiring additional land by purchase, and it was the home of the Athenæum from 1822 to 1849, when it removed to its present home on Beacon Street. Soon after this last date the neighborhood of Pearl and High Streets became a business locality, and the former hospitable mansion was swept away before the march of improvement. James Perkins died at his summer estate "Pine Bank" on Jamaica Pond, which is familiar to frequenters of the beautiful pleasure-ground, Jamaica Park.

JOHN PHILLIPS HOUSE

Beacon Street

The house which John Phillips, afterwards first mayor of Boston, built in 1804 at the corner of Beacon and Walnut Streets, was the first one built on Beacon Street under the Copley title, Mr. Phillips having acquired his land from Jeremiah Mason. Mason was one of the Mt. Vernon Proprietors, and had improved a large portion of Beacon Hill at the beginning of the nineteenth century. Mr. Phillips occupied the house until his death in 1823, and it was here that his distinguished son, Wendell Phillips, was born in 1811. After Mr. Phillips's death the estate was sold in 1825 by his heirs to Thomas Lindall Winthrop, Lieutenant-Governor of Massachusetts from 1826 to 1832. Mr. Winthrop, having a large family, increased the size of the house materially, and changed the location of the front door from Beacon to Walnut Street. Mr. Winthrop died in 1841, and the estate was sold to Thomas Dixon, merchant and Dutch consul at Boston. He lived there until his death in 1849. About 1861 the Phillips mansion was purchased by Robert M. Mason, who occupied it until his death in 1879. It is now in the possession of his family.

HARRIS HOUSE

Corner of Pearl and High Streets

About the year 1800 Jonathan Harris, a Boston merchant, built a large house on the estate which he purchased at the corner of what is now Pearl and High Streets. These streets were formerly Hutchinson Street and Cow Lane. Its great cost, however, ruined Harris, and he lived in it but a few years and died insolvent. The house was therefore called Harris' Folly. Henderson Inches, a well-known merchant, was a later occupant of the house or a portion of it, until his removal to Beacon Street about 1851, and we are told that it was then used for an asylum. When business invaded the locality the house was taken down, and its former site was covered by mercantile structures. These were consumed in the Great Fire of 1872, and others which still stand took their place. The illustration shows "Harris' Folly" looming in the background above the residence of Jeffrey Richardson, who was in his day a well-known merchant of Boston.

AMORY–TICKNOR HOUSE

Corner of Park and Beacon Streets

The house which, although much altered, still stands at the corner of Beacon and Park Streets, was built about 1804 by Thomas Amory, a Boston merchant, but business reverses prevented him from occupying it, and he removed to Roxbury. It was later, with an extension, converted into several dwellings, and was for some years occupied as a fashionable boarding-house. Several distinguished men were occupants during the early part of the nineteeenth century, notably Christopher Gore while Governor of Massachusetts, Samuel Dexter, an eminent lawyer and cabinet officer under President Adams, and Fisher Ames, member of Congress. In 1825 the city of Boston rented a portion of the house on Park Street as a temporary residence for General Lafayette, when he was a guest of the municipality. In 1830 George Ticknor, the historian, became an occupant of the easterly portion of the Park Street side, and resided there until his death in 1871. Here was his large library of eighteen thousand volumes, and here his widow resided until her death. In 1885 the entire structure was given over to trade, and to-day it is the abode of many firms in various lines of business.

OTIS AUSTIN HOUSE.
Beacon Street

It still stands at 45 Beacon Street, retains practically its original outward appearance, and was built by Harrison Gray Otis, one of the Mt. Vernon Proprietors, and mayor of Boston from 1829 to 1832. It is interesting to note that a city government was once organized in this house by the mayor, owing to his indisposition at the time. Mr. Otis first occupied the house in 1807, he having sold the large house still standing on Mt. Vernon Street, which he had built previously. When the Beacon Street mansion was built, the lot of land on which it stood measured one hundred and twenty feet on Beacon Street, and it had a depth of one hundred and sixty-five feet. Moreover, there was a garden on the easterly half of the lot. Mr. Otis, however, sold to David Sears a portion of his garden, on which he built his house. Mr. Otis also built, between his house and Mr. Sears's, another house which he sold. After Mr. Otis's death in 1848 the house was sold to Edward Austin, who occupied it until his death in 1898. The estate is still in the possession of his relatives.

LAWRENCE HOUSE
Tremont Street

In 1810 Charles Bulfinch, the eminent Boston architect, who was doing so much at that time to beautify his native town, designed Colonnade Row, which embraced the stately dwelling-houses on Tremont Street from West to Mason Street. It is interesting to note that, after General Lafayette's visit to Boston in 1825, this portion of Tremont Street was called Lafayette Place for several years, and that to-day Lafayette Mall stretches southward on the Common from Park Street. In the year 1821 Amos Lawrence, who became later one of Boston's eminent merchants and who was associated with his equally distinguished brother, Abbott Lawrence, in the great firm of A. & A. Lawrence & Co., bought of David Greenough for twenty thousand dollars the easterly house of the Row, at the corner of West Street, and resided there until his death in 1852. The estate is still in the possession of the Lawrence family, and some years ago the attractive dwelling-house was replaced by a business structure bearing the name of the Lawrence Building. At the present time a more lofty and ornate Lawrence Building is taking its place among the mercantile houses of Boston. The house is shown on the left-hand side of the picture.

HINKLEY HOUSE
Beacon Street

The double granite mansion which formerly stood at the corner of Beacon and Somerset Streets was built after the War of 1812 by David Hinkley, a rich merchant, who bought the land in 1810 of Jeremiah Allen, High Sheriff of Suffolk County. After Mr. Hinkley's occupancy, for a few years before his death in 1825, it became the home of Benjamin W. Crowninshield, who died in 1851. In 1852 the house became the home of the newly formed Somerset Club, and was so used for twenty years, when the club acquired by purchase the mansion house of David Sears on Beacon Street. The easterly house on Beacon Street was occupied by Benjamin Wiggin, merchant, whose death occurred about the year 1825. In 1825 the house was sold to Joseph Peabody, of Salem, whose daughter, Catherine Peabody, had recently married John L. Gardner of Boston, and the Gardners resided in the house for about forty years. In 1872 the combined houses came into the possession of the Congregational Society, which constructed stores on the first floor and used the upper part for society purposes. In 1904 the Hinkley houses were taken down and a new building erected on the site. It is now a portion of the store of the Houghton-Dutton Company.

PARKMAN HOUSE
Bowdoin Square

The large granite double house which stood for years at the western end of Bowdoin Square was built about 1816 by Hon. Samuel Parkman, a rich merchant. He was father of Dr. George Parkman, who was murdered in 1849 by John White Webster. Samuel Parkman was the grandfather of Francis Parkman, the historian. Samuel Parkman lived in the house at the corner of Green Street until his death in 1824. The house at the corner of Cambridge Street was occupied by his son-in-law and daughter, Mr. and Mrs. Edward Blake, Jr. Mr. Blake, however, died in 1817, and his widow lived in the house until her death in 1847, sharing it with her mother from 1824 until her death in 1834. After Samuel Parkman's death his former home was occupied by his son-in-law and daughter, Mr. and Mrs. Robert G. Shaw, and they lived there until about the year 1840, when they removed to the corner of Beacon and Joy Streets. Mr. Shaw was an eminent merchant, and was grandfather of Colonel Robert G. Shaw who, at the head of his colored troops in the Civil War, gave his life for his country. The Parkman houses, both falling into the possession of the Shaw family, remained standing until a few years ago; and the site is now covered by a business structure which bears the name Parkman Building.

SEARS HOUSE
Beacon Street

There stands at No. 42 Beacon Street, facing Boston Common, the large and elegant granite mansion which was built by David Sears, who inherited great wealth from his father, David Sears, merchant. The western half of the house, two stories in height and containing one circular bay, was built in 1821. The entrance then was on a court-yard on the easterly side of the house. In 1831 Mr. Sears doubled the size of the house and made it three stories in height. This made the house the most costly one of the day in Boston, and its owner lived in it until his death in 1871. It became the property of the Somerset Club in 1872, and, even in these days of luxurious club-houses, makes an ideal home for Boston's representative club on Boston's representative street. Hon. David Sears was in his day a leading citizen of Boston. Born in 1787 on the same street on which he died eighty-three years later, his social position was always high in his native town and city. He was also prominent in political life, and served the Commonwealth in both branches of the legislature. His charitable endowments were numerous and large, and endure to this day.

WEBSTER HOUSE

Junction of Summer and High Streets

At the corner of Summer and High Streets stood for years the house which was for ten years the home of Daniel Webster, whom Boston delighted to honor as the first citizen of the city, and whose memory still lingers in the place of his adoption. Mr. Webster first occupied the house about 1828, he having bought the estate in 1825, and he lived there until 1839, selling it in that year to Hon. Peter C. Brooks for thirty-two thousand dollars. It was in 1830, during his residence in this house, that Webster, then a leader in the United States Senate, made his celebrated reply to Senator Hayne of South Carolina, in which he defended with his matchless eloquence the Commonwealth of Massachusetts, which had, in his own words, "kept him in the councils of the nation for so many years." Peter C. Brooks, who lived in the house until his death in 1849, was a distinguished Bostonian, and was reputed to be one of the richest men of his day. He was the father-in-law of three eminent citizens of Boston,—Hon. Edward Everett, Hon. Charles Francis Adams, and Rev. Nathaniel L. Frothingham, D.D. When advancing trade swept away the mansions of Summer and High Streets, the house was taken down and a mercantile structure was erected in its place. After the Great Fire of 1872 a second building was erected, which bears on its front wall the inscription "The Home of Daniel Webster." The house appears in the center of the picture.

EVERETT HOUSE
Summer Street

Hon. Edward Everett and his wife, Charlotte Gray, daughter of Hon. Peter C. Brooks of Boston, became possessed of the estate 32 Summer Street by the division of Mr. Brooks's property at the time of his death in 1849. Mr. Everett, who had recently resigned the presidency of Harvard College, became the occupant of the house in 1852, and resided there until his death in 1865. He was then by common consent, the first citizen of Boston, and the announcement of his death called from President Lincoln, only three months before his own death, a proclamation telling the country that the sad event had taken place. Mr. Everett filled numerous offices of trust and honor, the most important ones being those of Governor of Massachusetts, Minister to England, and Secretary of State of the United States. He was an accomplished scholar, and also possessed great eloquence and charm of manner. These combined to make his career one that will be long remembered.

CHOATE HOUSE
Winthrop Place

The neighborhood of Church Green was a favorite residential locality for Bostonians in the first half of the nineteenth century. At 3 Winthrop Place, now at the western end of Devonshire Street, shown back of its lamp-post, was the house which was the home of Hon. Rufus Choate, one of Boston's eminent citizens, from 1851 until his death in 1859. Mr. Choate bought the estate of William Ward, a Boston business man, and Ward acquired it in 1846 from Isaac McLellan, merchant, who had built it some years previously. It is interesting to note that during Mr. McLellan's occupancy of the house a reception was given there to General Lafayette, when he visited Boston in 1825, by General William Hull, whose daughter married Mr. McLellan. Rufus Choate's death, however, did not occur in this house. Owing to failing health, he sailed for England in company with his son, but soon became so ill that the steamship docked at Halifax, N.S., to put him ashore. He died there, July 13, 1859. Mr. Choate's attainments as a lawyer, scholar, and orator gave him great prominence in the professional, social, and political life of Boston. He served in the national House of Representatives and as United States senator from Massachusetts.

CHARLES FRANCIS ADAMS HOUSE

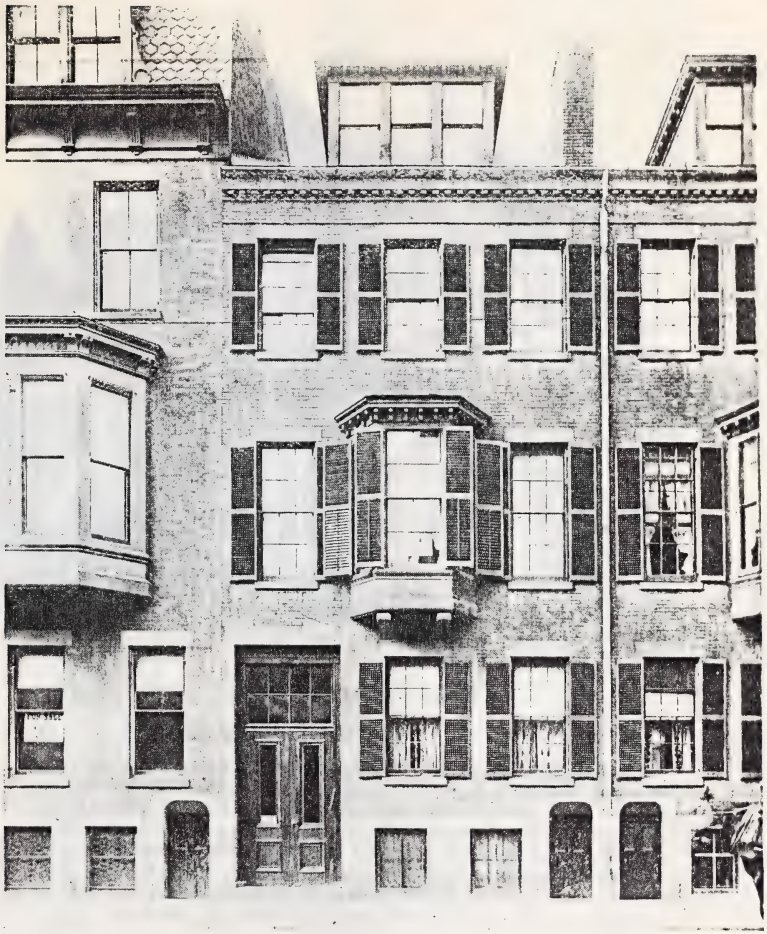
Mt. Vernon Street

The house at No. 57 Mt. Vernon Street has to-day the same outward appearance as when it was built early in the nineteenth century. It was in 1842 the home of Charles Francis Adams. He occupied it until his death. Mr. Adams, who married in 1829 a daughter of Hon. Peter C. Brooks of Boston, was a prominent citizen for many years, and had the distinction of being respectively grandson and son of the second and sixth Presidents of the United States. He was elected in 1858 a member of the national House of Representatives in the Thirty-sixth Congress, and at the close of the session in 1861 was appointed United States minister to England by President Lincoln. In this office, during the Civil War and for three years afterwards, Mr. Adams served to the satisfaction of the nation. He returned to Europe in 1871 to represent the United States in the Alabama Claims Tribunal at Geneva, Switzerland. The decision of the Tribunal, by which England paid to the United States fifteen and a half millions of dollars, gave great satisfaction to Mr. Adams, and he returned to his native land considering this to be the crowning achievement of his life. Mr. Adams died in 1886 in the eightieth year of his age, and his widow survived him less than three years.

WENDELL PHILLIPS HOUSE

Essex Street

The modest dwelling No. 26, and later No. 50, Essex Street, was the home of Wendell Phillips, the anti-slavery leader, from 1841 until the year 1882, when it was taken down for the extension of Harrison Avenue from Essex to Bedford Streets. While living in this house, Mr. Phillips accomplished his great work in the anti-slavery cause, and he was aided in it by his wife, who, although a confirmed invalid for more than forty years, was always deeply and actively interested in her husband's labors for the African race. After leaving their old home in Essex Street in 1882, Wendell and Ann Phillips removed to Common Street, a distance of half a mile. There they found an old house on an old street, and in it they passed the evening of their lives. He died in 1884, and she followed him in a little more than two years. The illustration shows Mr. Phillips standing on the steps of his Essex Street home, the front door of which is preserved in the Collections of the Bostonian Society.



ANDREW HOUSE
Charles Street

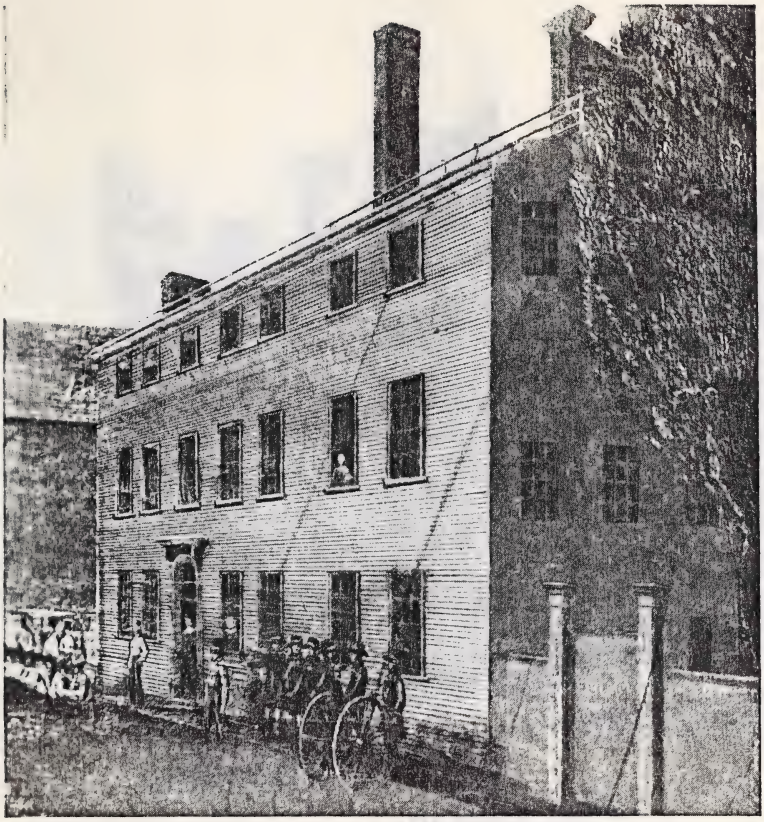
A walk through Charles Street, which skirts the river from which the street derives its name, shows us the house which was the home, during the closing years of his life, of John Albion Andrew, who will ever be remembered as War Governor of Massachusetts. In 1855 Mr. Andrew, who was then a practising lawyer in Boston, removed his home from Hingham to Boston, and became the occupant of 71, now 110, Charles Street. He resided there, having purchased the estate in 1862, until his death in 1867. He had been active for some years in the anti-slavery movement, and, as a result, was elected Governor of Massachusetts in 1860, at the opening of the Civil War, and held that office until the close of the year 1865. His service to the Commonwealth and the Nation during the Civil War makes a record of which Massachusetts is justly proud. The tax upon Governor Andrew's strength during his term of office as governor resulted in his death before he had attained the age of fifty years

TRINITY CHURCH RECTORY
Clarendon Street

The house, No. 233 Clarendon Street, at the corner of Newbury Street, is noteworthy as having been the home of Phillips Brooks from the fall of 1880 until January 23, 1893, when he died within its walls, lamented by the entire nation. The house is the rectory of Trinity Church, and as such was built conformably to the taste of Dr. Brooks, then rector of the church. He was therefore its first occupant, and he continued to reside in it after his election to the bishopric of Massachusetts in 1891. After Bishop Brooks's death, another story was added to the house, and it was then occupied, until his death, by Rev. E. Winchester Donald, D.D., who succeeded Phillips Brooks as rector of Trinity Church, and it is now the home of Rev. Alexander Mann, D.D., the present rector. Phillips Brooks was a favorite son of Boston. Born within its walls in 1835, he was educated at Harvard College, and afterwards for the ministry in Virginia. Returning to his native city in 1869, after a rectorate in Philadelphia, he devoted the remainder of his life to the moral and religious uplift of his fellow-citizens. It is no exaggeration to say that Phillips Brooks was the best-known and best-beloved preacher who ever occupied the pulpit in this country.

HOLMES HOUSE
Beacon Street

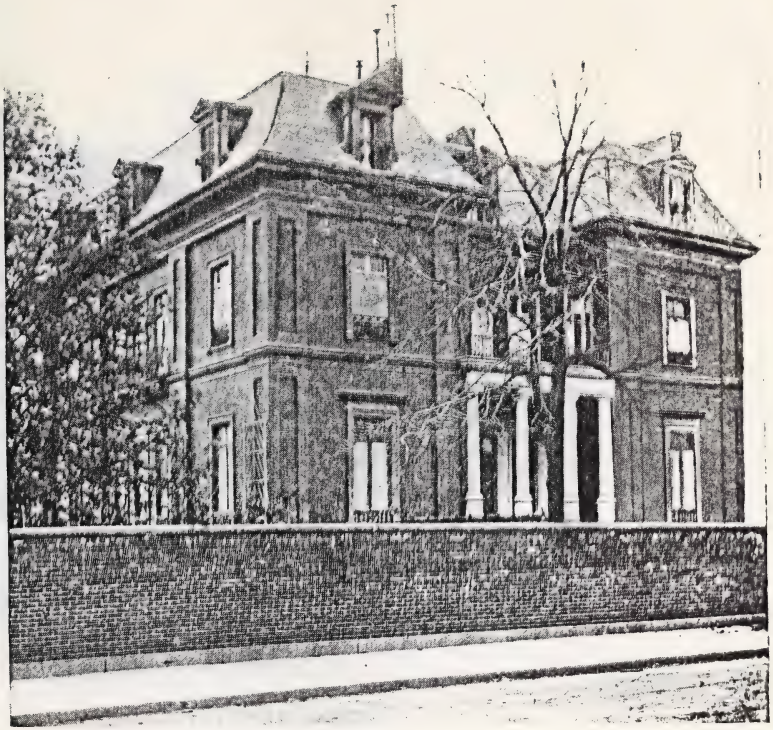
The house No. 296 Beacon Street, with the bay window, is of interest to Bostonians as having been the home of Dr. Oliver Wendell Holmes, professor and poet, from the year 1871 until his death in 1894. The house is on the water side of Beacon Street. Dr. Holmes was professor of anatomy and physiology at the Harvard Medical School for many years, and as such was the instructor of students who became distinguished physicians and surgeons. He was even more widely known as one of the group of men of letters who made Boston famous as a literary centre in the middle of the nineteenth century. He was a frequent contributor to literary as well as medical publications and periodicals. Besides his poems and his best-known novel, "Elsie Venner," he wrote several books of essays, the best known being "The Autocrat of the Breakfast Table." After the appearance of the last-named volume, Dr. Holmes was always known as "The Genial Autocrat."



MELVILLE HOUSE
Green Street

The home of Thomas Melville, the last of the "cocked hats" in Boston, stood for many years on Green Street, formerly Green Lane, near Bowdoin Square. He bought the estate, a part in 1788 and a part in 1800, and lived in the comfortable house erected there for about forty years. He is recorded as a resident of Green Street as early as 1796, and he died there in 1832. Major Melville—for such was his title—was a well-known citizen of Boston for many years. He participated in the Boston Tea Party in 1773, served in the Revolutionary War, and was Naval Officer and Surveyor of the Port of Boston from 1789 to 1829. He was popularly known as the last man in Boston to wear a cocked hat and knee-breeches, and as such was immortalized by the poet Oliver Wendell Holmes, who wrote of him in his poem "The Last Leaf":—

"I know it is a sin
For me to sit and grin
At him here;
But the old three-cornered hat
And the breeches and all that
Are so queer."

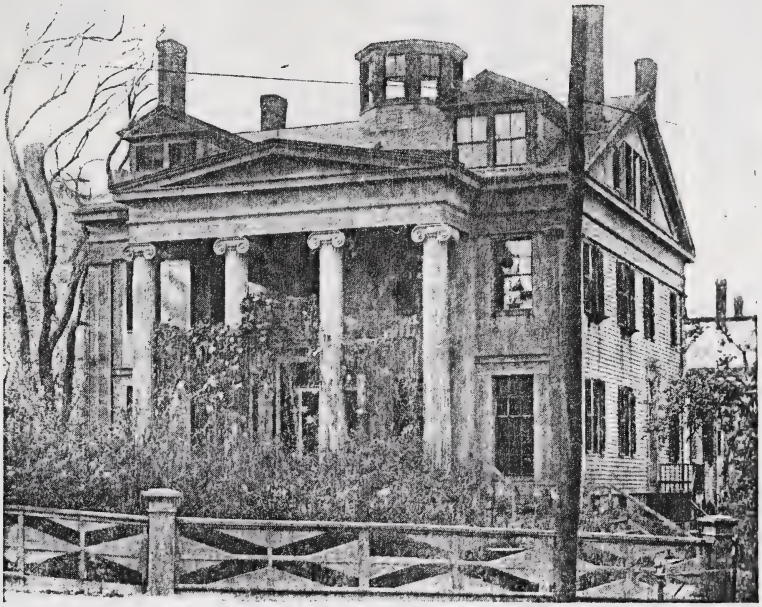


DEACON HOUSE
Washington Street

This mansion was built on Washington Street at the South End about 1848 by Peter Parker, a wealthy Boston merchant, for his son-in-law and daughter, Mr. and Mrs. Edward Preble Deacon. It was designed like a French château, and the extensive grounds which surrounded it were enclosed by a high brick wall. The entrance to the house was on Concord Street, through double gates, beside which was a porter's lodge. The Deacon family lived, however, but a few years in the great house, and went abroad, where Mr. Deacon died about the year 1851. Mrs. Deacon and her children returned to America, and lived again in the house, but later returned to Europe to live permanently. The house and its contents were sold at auction on the first three days of February, 1871, soon after the death of Peter Parker, and the event was a noteworthy one, as thousands of Bostonians, admitted by ticket, crowded the mansion before the sale to view the splendor of the house, furniture, and works of art. The estate is now practically covered with buildings, but a portion of the mansion still stands, and on it the passer-by on the elevated train reads the words "Deacon Halls."

GARRISON HOUSE
Highland Street, Roxbury

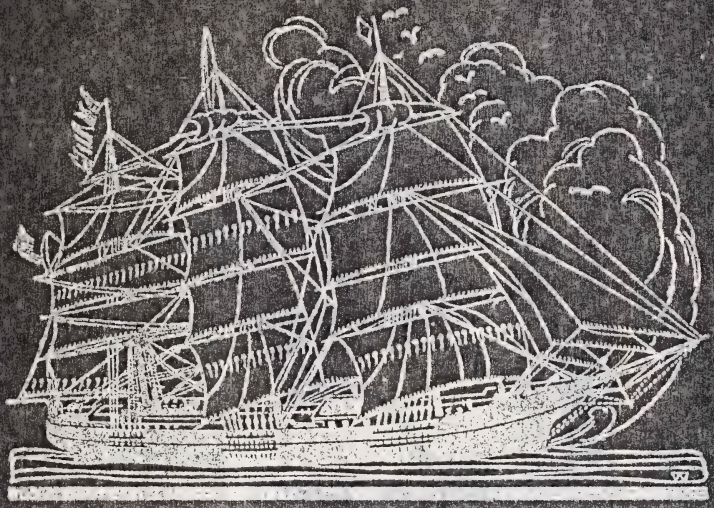
At 125 Highland Street, Roxbury, on an elevation thirty feet above that thoroughfare, stands "Rockledge," which was for the last fifteen years of his life the home of William Lloyd Garrison, the anti-slavery leader. He died in the city of New York in 1879, while there on a visit. Mr. Garrison removed to Roxbury in 1864, after having lived in Dix Place, Boston, for eleven years. It was in Dix Place in the years preceding the Civil War that he accomplished so much of his great work in the cause of the abolition of slavery, but "Rockledge" was the suburban home in which he passed the last part of his life. His former residence is now occupied as the Saint Monica Home for Aged Colored People. William Lloyd Garrison's career is a part of the history of Boston, and indeed of the country. It was said of him, when he died, by a metropolitan newspaper which had reviled him when living, that his life "was lived with a simplicity, singleness of purpose, and unflinching devotion to a self-imposed task rare in the annals of any time or any land."



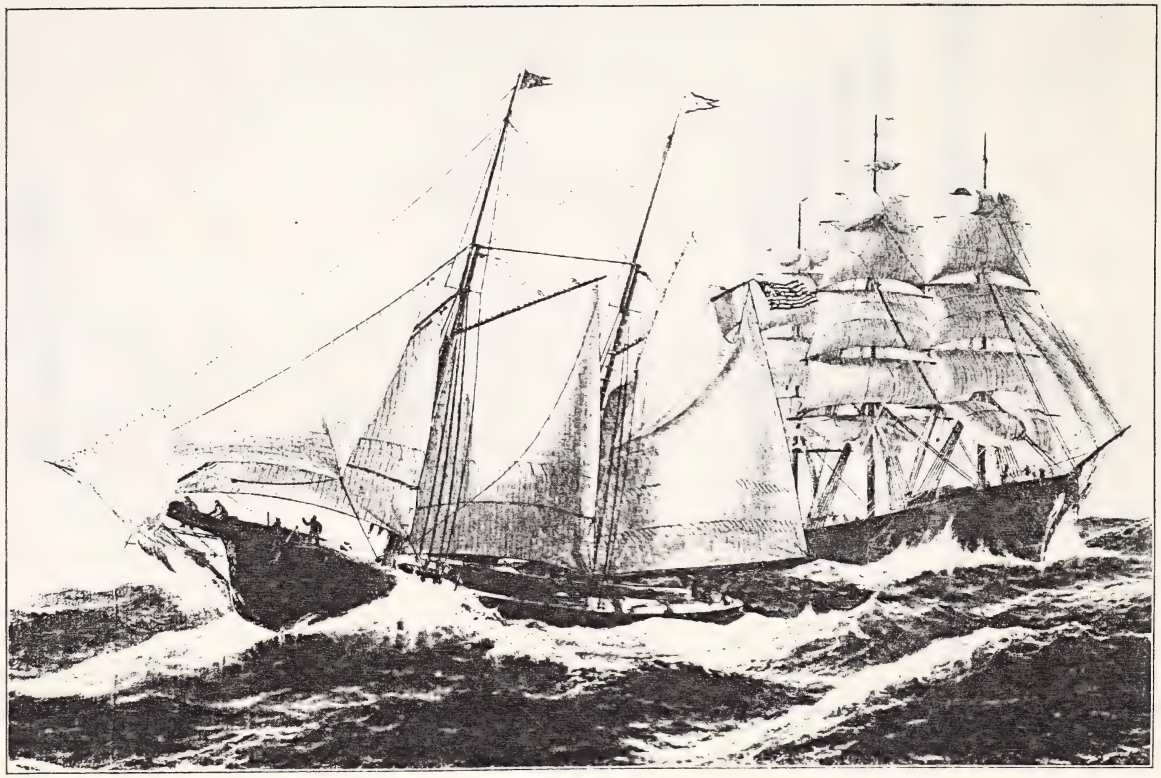
HALE HOUSE

Highland Street, Roxbury

At 39 Highland Street, Roxbury, near Eliot Square, stands a house of generous proportions, showing a two-storied Ionic portico in front. It was the home for forty years of Rev. Edward Everett Hale, D.D., who was called at the time of his death "Boston's Grand Old Man." In 1869 Dr. Hale bought the estate, which had been the home of William Goddard, and he lived there until his death in 1909. Edward Everett Hale, who was born in Boston in 1822, was a son of Hon. Nathan Hale, a well-known Bostonian of his time, and he was named for his uncle, the distinguished Edward Everett. He was a lineal descendant of Nathan Hale, the martyr spy of the Revolution. He was educated at Harvard College, and became a clergyman, but he was also widely known as an author. Countless productions of his pen have been published, and some of his stories, notably "The Man without a Country," are classics. Dr. Hale, for the greater part of his long life, was a leader in the religious, philanthropic, and literary activities of his native city. He was known nation-wide as the founder of the "Lend-a-Hand" movement.



SOME·SHIPS·OF·THE CLIPPER·SHIP·ERA



Length, 222' GOLDEN FLEECE Tonnage, 1538

(In the background, see page 35)

SOME SHIPS OF THE CLIPPER ERA

Their Builders, Owners, and Captains

A GLANCE AT AN INTERESTING PHASE OF THE AMERICAN MERCHANT MARINE SO FAR AS IT RELATES TO BOSTON

PRINTED FOR THE
STATE STREET TRUST COMPANY
BOSTON, MASS.

COMPILED, ARRANGED
AND PRINTED UNDER
THE DIRECTION OF THE
WALTON ADVERTISING
AND PRINTING COMPANY
BOSTON, MASS.

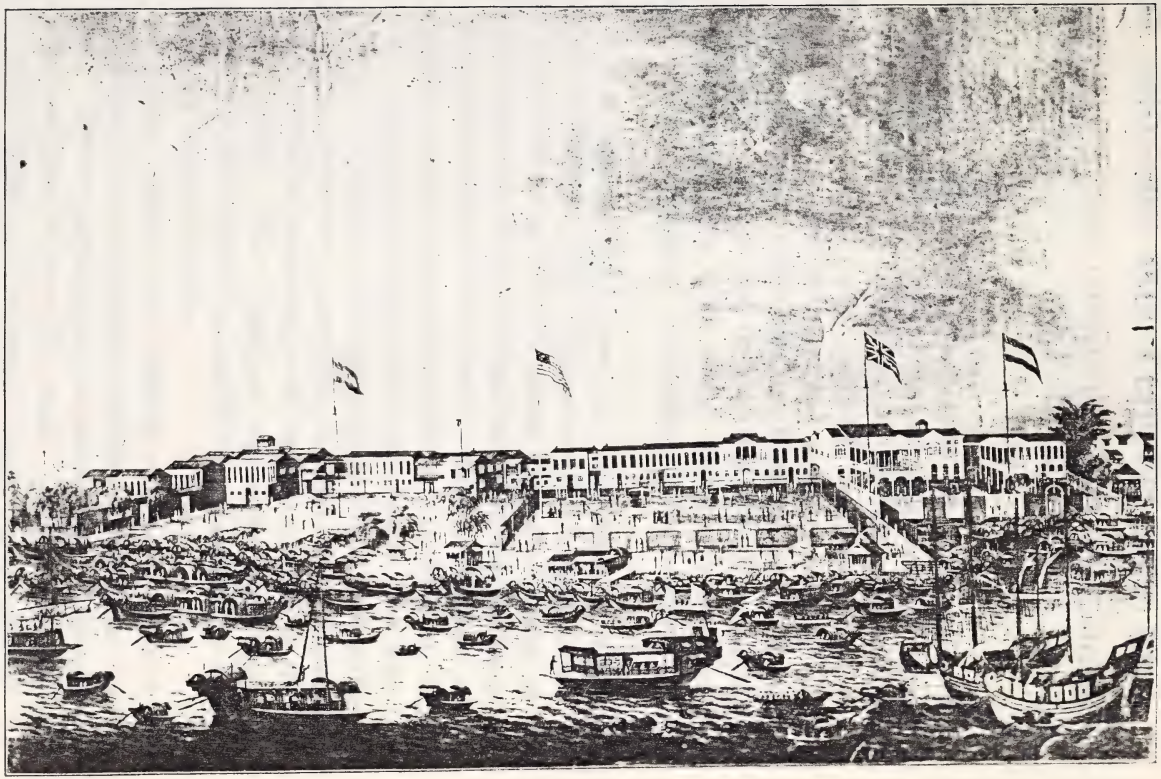
F O R E W O R D

THE STATE STREET TRUST COMPANY takes pleasure in presenting to you the seventh of the historical brochures that it has issued annually during the past six years.

It hopes that this will be of interest, as the pamphlet presents a phase of Boston's past, during which the foundation of New England's mercantile supremacy was being laid by the captains and merchants of this important era. In fact, the beginning of Boston's prosperity goes back to the days of its merchant traders, whose ships made the American flag so well known in Asiatic, Australian, and Californian ports.

An attempt has been made to give a bird's-eye view of the clipper ships which during their history have had some connection with Boston either through their captains, their builders, or their owners. The pamphlet does not purpose to be more than an outline presentation of the subject that has been so fully covered by Captain Arthur H. Clark in his book on Clipper Ships and by others.

The Company desires to acknowledge its indebtedness to Dr. O. T. Howe, whose exhaustive study of the clipper ship era was placed freely at its disposal, as well as to the "Clipper Ship Era" by Captain Arthur H. Clark. Thanks are also due for their assistance in the preparation of this book or for permission to photograph paintings or prints in their possession to Charles H. Taylor, Jr., the heirs of William F. Weld and William G. Weld, Louis Bacon, C. M. Baker, C. H. Millett, B. B. Crowninshield, Captain Horace N. Berry, Senior Port Warden of Boston, Frank Cousins, Richard Martin, A. W. Longfellow, Portsmouth Athenæum, Portsmouth, N.H., George H. Allen, Captain Sylvanus Nickerson, Lawrence W. Jenkins, of the Peabody Museum, and to the Bostonian Society.



CANTON CHINA, 1840

SOME SHIPS OF THE CLIPPER SHIP ERA: THEIR CAPTAINS, OWNERS, AND BUILDERS

THE clipper ships have passed from the seas, and with them has gone the golden age of the American merchant marine. All that is left of the long, swift-sailing clippers, with their rakish masts, yacht-like lines, and clouds of canvas, lies either at the bottom of the ocean, on reefs of far-away islands, on granite ledges off Cape Horn, or may be found serving ignominiously their last days as coal barges or landing stages for passengers from other ships. Many were ruthlessly destroyed by the "Alabama" and other privateers during the Civil War.

Most of their masters and owners, too, have gone. The few captains who survive are either living in weather-beaten, lichen-covered, gray farm-houses of their native Cape Cod towns on the savings of their strenuous sea-faring days or earning, in towns not far from the sea they loved so well, a meagre livelihood as port wardens or minor custom-house officers. Descendants of some of the owners are now the heads of well-known New England or New York families, the foundation of whose prosperity was laid by the consummate seamanship, intrepid daring, tireless energy, shrewd Yankee bargaining, and sterling integrity of the clipper ship captains. The clipper era was at its height from 1848 to 1860, and this period, too, saw the most flourishing years of the American merchant marine.

The very name "clipper ship" conveys an idea of speed,—the main purpose of their builders,—and was derived from the word "clip." Dryden, speaking of the falcon, says, "Straight flies at check and clips it down the wind." And as "to clip" meant to run or fly fast, so the word "clipper" soon came to describe the fast-sailing cargo carriers with sharp concave bows

and long tapering sterns. Originally built to meet the demand for fast voyages in the tea trade, the construction of these vessels received a great impetus from the discovery of gold in California, when all the supplies were shipped from the East, and the price that cargoes brought was governed by the speed with which they were delivered in San Francisco. So great grew the demand for clippers that the ship-building geniuses of Boston, New York, and Portsmouth were soon sending from their ways ship after ship, each one of which was intended to be faster than its predecessor, and it was not long before the flags of Boston, New York, and Baltimore merchants flew from the maintrucks of ships that had no peers in beauty or speed, and were the envy of merchants the world over. Some of the clippers were so swift that they even announced in Boston their own arrival in Canton, and many made the voyage from New York or Boston to San Francisco at almost steamship speed, making the trip under 100 days, while the ordinary ship took from 200 to 300 days for the voyage.

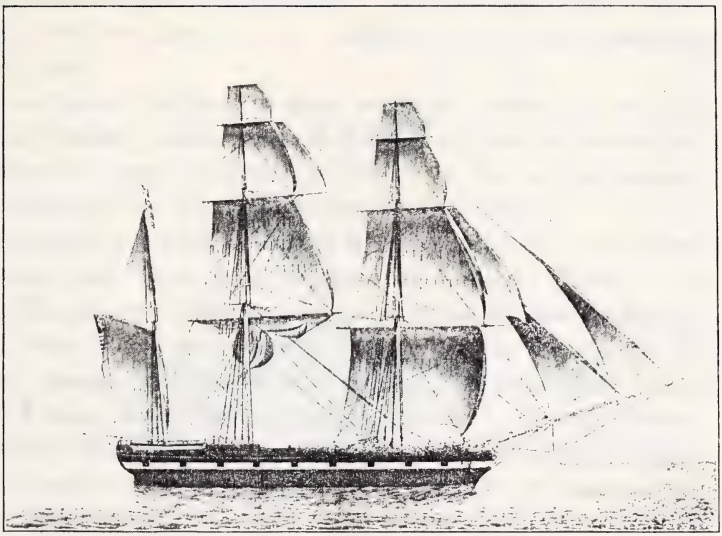
The "Lightning," commanded by James Nicol Forbes, during a voyage from Boston to Liverpool made 436 nautical, or 502.64 statute, miles in 24 hours,—a speed faster than that of any ocean steamship of her day, and faster than any vessel, up to that time, had been moved by sail. She made the whole voyage in 13 days, 19½ hours. Her 24-hour speed was not equalled by steamer until the advent of the "Oregon" in the 80's. Her 24-hour run was at an average rate of almost eighteen knots. The "James Baines" made the passage from Boston to Liverpool in the fall of 1854 in 12 days and 6 hours, the quickest voyage on record; and she made the voyage from Liverpool to Melbourne in 63 days and home in 69, thus going around the world in the record time of 132 days. The "Red Jacket" went from New York to Liverpool in 1854, under Captain Eldridge, in 13 days, 1 hour, and 25 minutes; while the famous Red Cross Line packet ship "Dreadnought," commanded by Captain Samuels, made a passage from New York to Liverpool

in 13 days, 8 hours, and the voyage from Sandy Hook to off Queenstown in 9 days and 17 hours. Both the "Flying Cloud" and the "Andrew Jackson" went from New York to San Francisco in 89 days; while the "Sea Witch" went from Canton to New York in 74 days, 14 hours.

To find the beginning of the clipper ships, one must turn to the War of 1812, when certain swift privateers, modelled after the French "lugger," were built in Baltimore, and took the name "Baltimore clippers." The building of the opium clippers, from 1832 to 1851, for Robert Bennett Forbes and John Murray Forbes and Russell & Co., to control the opium trade between India and Canton, was another step toward ships modelled like clippers. One of these, the "Antelope," was so swift and such a good sailer that, under Captain Philip Dumaresq, she was said to be the only square-rigged vessel that could beat up the Formosa Channel against the north-east monsoon. English competition led in 1851 to the building of the famous clipper schooners "Minna" and "Brenda"—300 tons each, with yacht-like lines and clouds of canvas—that were very swift and carried large crews, and were well armed to meet the Chinese pirates, whose vessels swarmed the China seas. These two schooners were built for John M. Forbes and others by George Raynes, of Portsmouth, and earned large sums before steamers drove them from the seas.

Few of these early clippers were over 200 tons. The "Ann McKim," of 493 tons burden and 143 feet long, built in 1832 at Baltimore, represented the first effort to reproduce the large clipper-like lines of the small vessels in the lines of larger ones. She was beautifully fitted, and, as she was engaged in the China trade, carried guns for protection against pirates. Eventually, she fell into the hands of Howland & Aspinwall, ship-owners of New York, and led them in 1843 to embody in the "Rainbow," the first real clipper ship ever built, the design of a clipper which John W. Griffiths had suggested in a model he had shown at the

American Institute in 1841. The "Rainbow," which was of 750 tons, was built by Smith & Dimon, and under the captaincy of John Land proved very fast. So enthusiastic was Land that he declared she was the fastest boat in the world, and boastingly said that no boat could be built to beat her. Her success set the builders of New York, Boston, and Portsmouth to turning out clipper ships, and the discovery of gold in California and,



CANTON PACKET

later, in Australia greatly accelerated clipper ship construction. The greatest number were built between 1850 and 1855. The outbreak of the Civil War, with its privateers and the competition of steam, drove the clipper ships from the sea, and with their disappearance began the decadence of the American merchant marine. Such in outline is the story of the clipper ship era. Let us glance more closely at some of the famous ships which were either built in Boston or were owned or sailed by Boston men. The "Canton Packet" was the type of fast-sailing

merchant ship which preceded the true clipper ship, and was a bark built for J. & T. H. Perkins and others.

Robert Bennett Forbes, who was employed as office-boy in the firm of J. & T. H. Perkins, spent his spare time visiting their ships while they were unloading at Central Wharf, which was near the office on Foster's Wharf, and sometimes his uncle, T. H. Perkins, would remark, when Bob was taking dinner with him and being served with the pudding, "You won't get any so good off the Cape of Good Hope." Forbes thus early became familiar with the idea that he "was born to eat bad puddings off the Cape."

At the age of thirteen Forbes went as a cabin-boy on the "Canton Packet," under Captain John King, and he was on her altogether six years, becoming an officer at the age of sixteen and captain of the "Levant" before he was twenty.

The original partners in Russell & Co., one of the best-known American firms then doing business at Canton, China, were Samuel Russell and Philip Ammidon. William H. Low, Augustine Heard, John M. Forbes, John C. Green, Warren Delano, W. C. Hunter, Joseph Coolidge, Russell Sturgis, Richard Starr Dana, W. H. Forbes, R. B. Forbes, Paul S. Forbes, J. Murray Forbes, and Edward King were, at one time or other, partners in this firm. The firm was founded in 1818 by Samuel Russell, of Middletown, Conn., and was first known as Samuel Russell & Co. In 1824 the firm became Russell & Co., and had a career rarely equalled in the Chinese trade. John Perkins Cushing, who had been a representative of J. & T. H. Perkins in China, was one of those who had much to do with the starting of the firm, as he transferred to Russell & Co. a portion of the commission business which had grown too large for Perkins & Co. to handle.

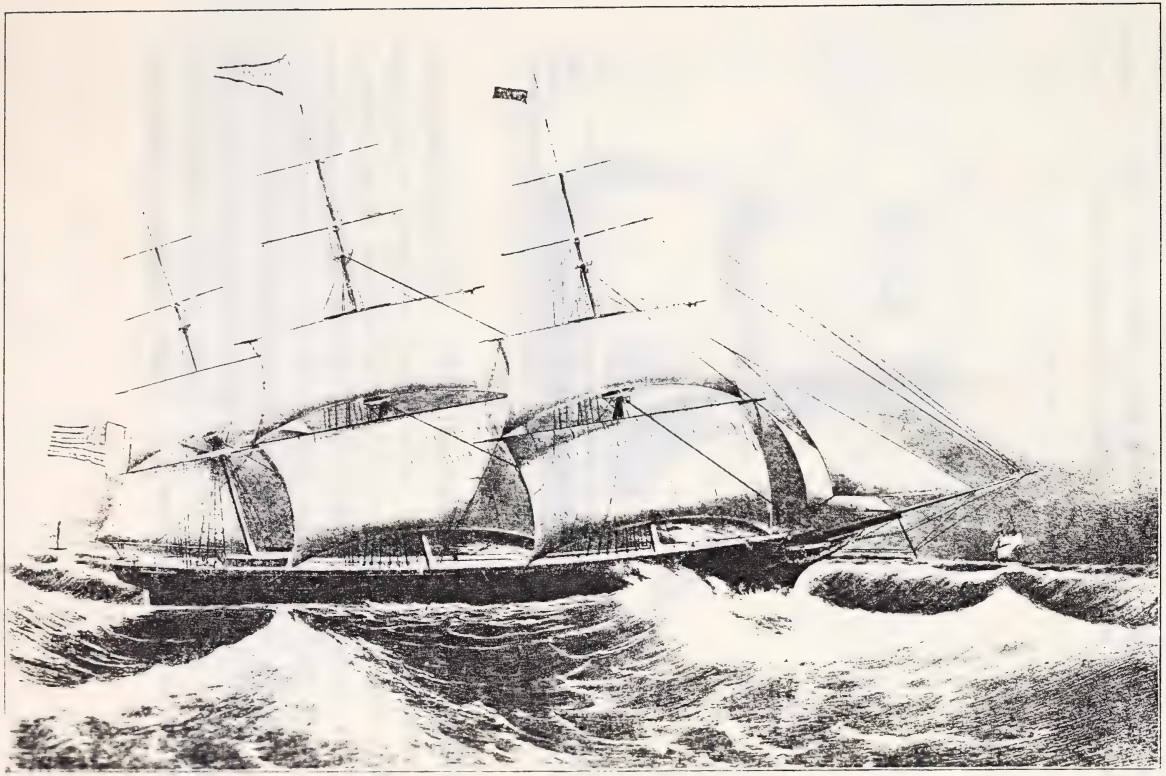
The cause of the Opium War, which interrupted trade for a time, was a peculiarly flagrant piece of smuggling, which so aroused the Chinese government that its commissioner appeared

at the foreign settlement, demanded the opium, and dumped it into the ditches. The trouble was finally adjusted by England compelling China to pay an indemnity, and trade was resumed. The opium had been brought for some time from India in the swift-sailing vessels, or "clippers," we have already described, and was smuggled into Canton by various means. As all foreigners lived in a narrow suburb on the river and were never

BRENDA

allowed within the city, business was transacted with Chinese middlemen, one of whom, Houqua, was ever the warm friend of Russell & Co.

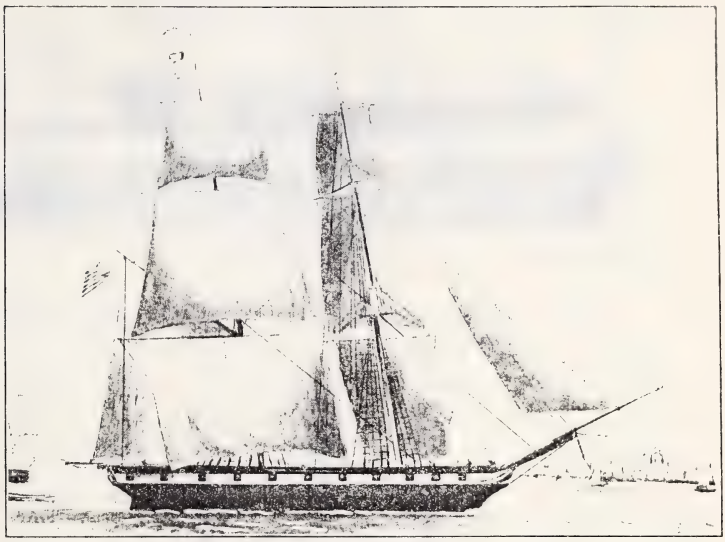
The "Brenda," a sister-ship to the "Minna," was one of the last of the opium clippers, and, like all of these ships, was beautifully modelled, carried clouds of canvas, and was very fast. As the Chinese pirates were numerous, she went heavily armed and had a large crew. She was built in 1852 at Portsmouth, and was sent to China for Russell & Co.



JOHN BERTRAM

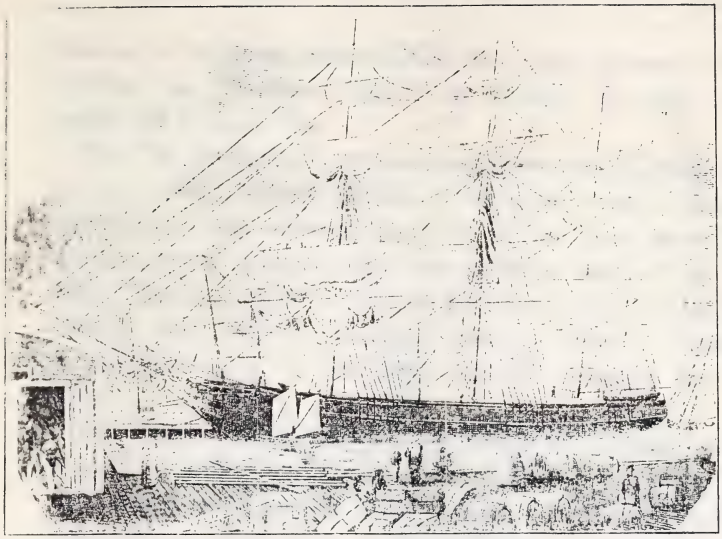
Tonnage, 1080

Another clipper in the China trade was the brig "Antelope," of 370 tons, built in 1843 at East Boston by Samuel Hall, for Russell & Co. The "Antelope" and her captain were very popular, and no vessel could be unloaded or refitted in port until the "Antelope" was cared for. She, and the "Brenda," "Zephyr," "Mazeppa," "Ariel," and others, were Russell & Co.'s fastest opium clippers, and soon enabled the company almost to control the

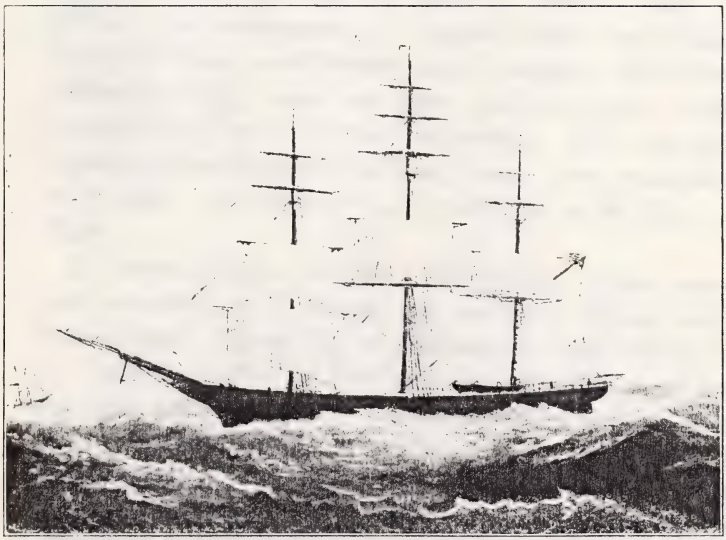


ANTELOPE

opium trade with China. With the discovery of gold in California began the construction of larger, wider, deeper, and faster ships, of heavier tonnage, and 1850 witnessed the launching of some of the most famous of the clipper ships. One of the earliest was the "John Bertram," a very sharp ship, which was built by R. E. Jackson at East Boston for Glidden & Williams of Boston. An eagle on the wing was her figure-head, and a medallion bust of John Bertram, of Salem, adorned the stern. She was commanded by Captain Landholm, and in 1852 went to San Francisco from



Length, 156′ R. B. FORBES Tonnage, 756



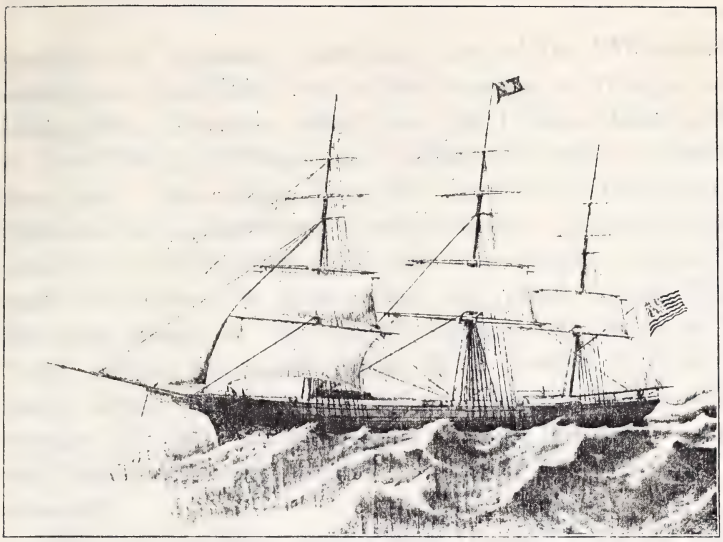
Length, 198′ GAME COCK Tonnage, 1320

Boston in 105 days, actual sailing time, and returned in 90 days, beating the "Northern Light" by 8 days. In 1869 she went under the German flag.

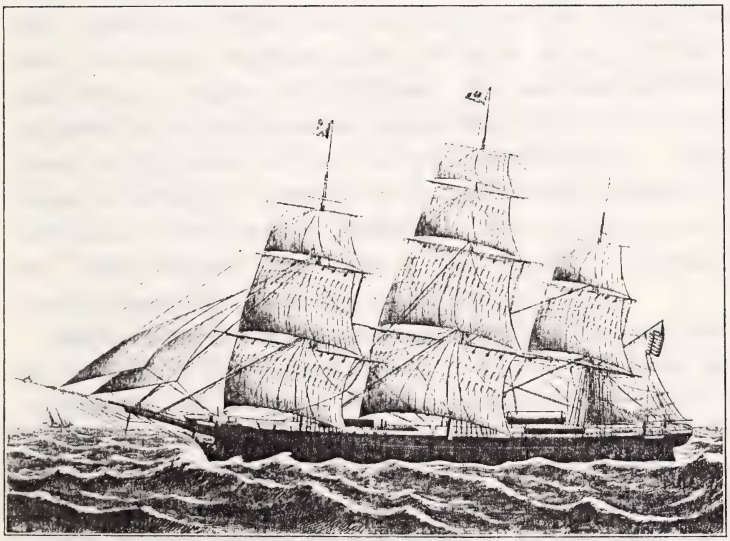
The "R. B. Forbes" left Boston September 26, 1851, the year she was built, crossed the line in 30 days, rounded Cape Horn in 60 days, and reached Honolulu in the then record time of 99 days from Boston. She was a close copy of the "Game Cock," and was built by Samuel Hall for J. T. Coolidge, Charles Brewer, and others. She was sold in 1863 at Hong Kong to foreign owners for $17,000, and was renamed the "Maria Ria."

The "Game Cock," owned by Daniel C. Bacon, of Boston, was one of a number of clipper ships upon which many a wager was laid in 1851 by the ships' owners who congregated at the Astor House, New York, or the Merchants' Exchange, Boston, to discuss the shipping news and the speed of the California clippers. She was built in 1850 by Samuel Hall, of East Boston, was commanded by Captain Hollis, and designed by Samuel H. Pook, a well-known naval designer. Her figure-head, indicative of her name and game qualities, was a rooster with head and neck in the attitude of combat. Her best record was a passage from Honolulu to Hong Kong in the remarkable time of 19 days. In 1880 she was condemned at the Cape of Good Hope.

A famous clipper was the "Witchcraft," whose prow was a tiger crouching for a spring, and encircling whose stern was a huge serpent. Every line of the beautiful craft, which was built by Curtis & Taylor, of Medford, indicated the speed for which she was primarily built. Her owners were Samuel Rogers and W. D. Pickman, of Salem, and her captain, William C. Rogers, was the son of one of the owners. Captain Rogers afterward distinguished himself in the Civil War by capturing, while in command of the clipper bark "William G. Anderson," the Confederate privateer "Beauregard." He later married a grand-



Length, 193′ WITCHCRAFT Tonnage, 1310

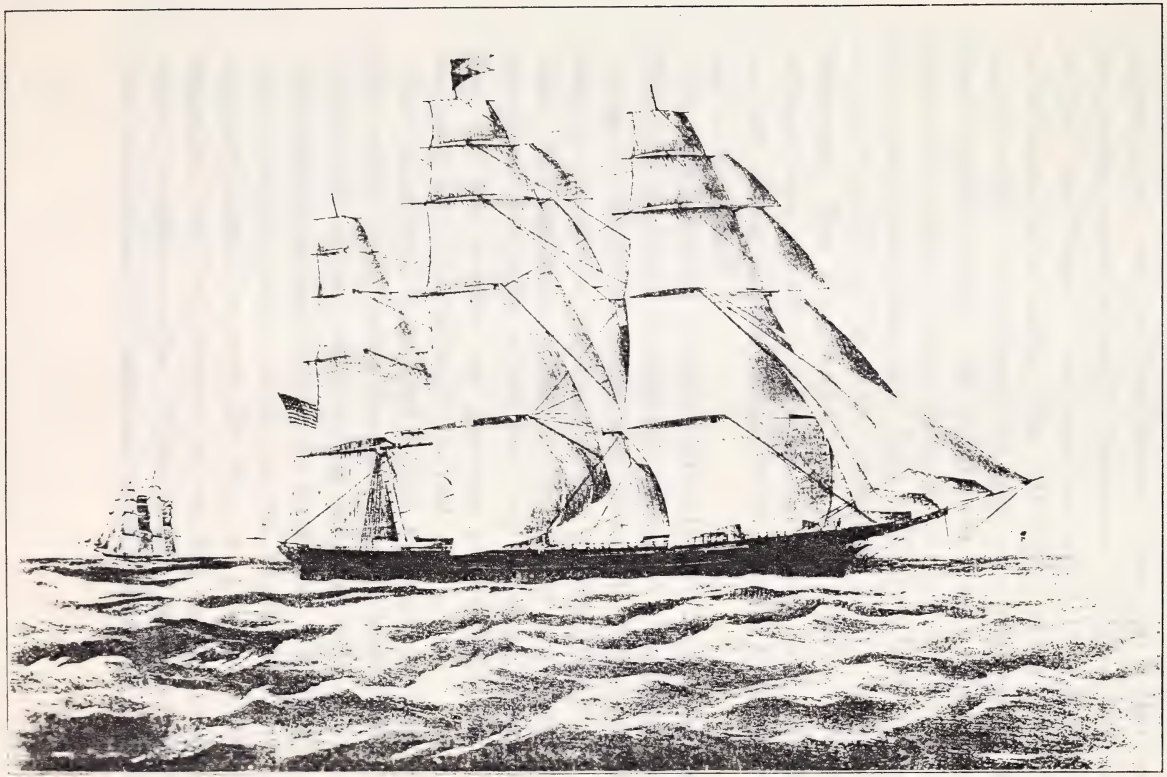


Length, 215′ STAG HOUND Tonnage, 1535

daughter of Nathaniel Bowditch. One of the "Witchcraft's" records was from New York to San Francisco in 97 days, actual sailing time. She once sailed from the Chincha Islands, Peru, to New York in 67 days, under Captain Freeman,—a record at that time. On a voyage from San Francisco to Hong Kong in 1852 she lost her main and mizzen masts in a squall, and, being unable to find suitable spars, she was obliged to have them made of teakwood at $1.50 a foot, her repairs costing $28,832. She once sailed for the Chincha Islands and thence to New York, making the round voyage in 8 months, 14 days,—one month better than ever done before. She was finally, in 1868, wrecked off Cape Hatteras, under Captain Booth, while on her way from Callao, and thirteen sailors and five passengers were drowned.

With the launching of the "Stag Hound" from the ways of Donald McKay at East Boston, December 7, 1850, the size of the clippers began to increase, although the raciness of line was still preserved. When she was launched, the "Stag Hound" was the largest merchant ship yet built, being 215 feet long and having a register of 1,535 tons. No less than 15,000 people gathered to see her launched despite the cold, and, as the tallow froze, boiling whale oil was poured upon the ways. When she began to slide, the foreman of the yard broke a bottle of Medford rum on her forefoot, shouting in his nervousness, as he did so, "'Stag Hound,' your name's 'Stag Hound,'" instead of the usual phraseology used at a launching.

She was regarded as the ideal type of clipper ship, and was built for Sampson & Tappan and George B. Upton, of Boston, and was commanded by Captain Josiah Richardson. At this period nearly all of the clipper ships were constructed for the California trade, in which freights were high and prices depended upon the speed with which goods were delivered in California. Many of the clippers costing from $70,000 to $80,000 paid for themselves on their first voyage. Cargo capacity was often sacri-



Length, [illegible] FLYING CLOUD Tonnage, 1783

ficed for speed, and sail was carried as long as possible, so that much canvas was lost, and much rigging, and often topmasts carried away on each voyage. One sea captain, Robert Waterman, was said to padlock his gear so that sailors could not take in sail without orders. On the "Stag Hound's" first trip to San Francisco, during which she beat to Valparaiso the "John Bertram" and the "Sea Serpent," she made the voyage from New York in 107 days, actual sailing time, although a storm, when she was a few days out of New York, cost her a maintopmast and three topgallant masts. She sailed from Boston Light to the equator in a record time of 13 days; the best time ever made by a sailing vessel from New York to Canton being 77 days, by the "Sea Witch," in 1848, commanded by Captain R. H. Waterman. The "Stag Hound" took fire in 1863 near the coast of Brazil, was burned to the water's edge, and sank. All that was left of her was the ensign, which Captain Behm brought back to the owners.

The "Flying Cloud," built in 1851 by Donald McKay for Enoch Train, and purchased by Grinnell, Minturn & Co. of New York, was one of the fastest clippers ever launched. She had a figure-head of an angel on the wing, with a speaking-trumpet in her hand. Her mainmast, including the topmast and skysail pole, towered to the height of 200 feet; her mainyard measured 82 feet, and her bowsprit and jib-boom projected 58 feet, while her masts raked 1¼ inches to the foot.

She sailed from New York to San Francisco in 1851 in 89 days and 21 hours, under Captain Josiah Perkins Cressy. In one day she covered 433½ statute miles, 42 miles faster than any steamship had then done in the same time. On this occasion some of the crew had to be put in irons, though they were subsequently released to work the ship, and the first officer was suspended from duty because he cut the rigging contrary to orders. So driven was the "Flying Cloud" that for a number of days she averaged 13½ knots, and sailed no less than 5,912 miles

at an average of 227 miles a day. She sprung her mainmast, split her staysails at both fore and maintopmasts, and lost her fore-topgallant mast. Again in 1854 the "Flying Cloud" sailed eight days after the "Archer," another fast clipper, and beat her into San Francisco by 9 days, and the "Game Cock" 20 days, making the passage in 89 days and 8 hours,—a record that was only exceeded in 1860 by the "Andrew Jackson," which made the voyage in 89 days and 4 hours. One of those who was on the ship at the time she made her record trip, and who is still living, is Richard Martin, of Swampscott, who remembers well the excitement that attended the trip. Upon the return of Captain Cressy to New York he was given a banquet at the Astor House and presented a silver service set by the New York and Boston underwriters.

There was much rivalry at this time between the clipper ships, and they were constantly racing. As they sailed from San Francisco to China and came back with tea, so great was the competition between the American and the English ships that, when the *Illustrated London News* in 1852 stated that the "Chrysolite" and "Stornoway," two English clippers, had beaten the "Oriental" and the "Surprise," the article aroused the interest of the New York and Boston clipper ship owners, and the American Navigation Club was formed by Daniel C. Bacon, Thomas H. Perkins, J. P. Cushing, William H. Boardman, John M. Forbes, Warren Delano, and Edward King. The club published a challenge in *Bell's Life* of London, offering to race an American clipper ship, to be modelled, manned, and officered by citizens of the United States, against any English clipper, modelled and officered by Englishmen, for £10,000 a side. But the challenge was never accepted.

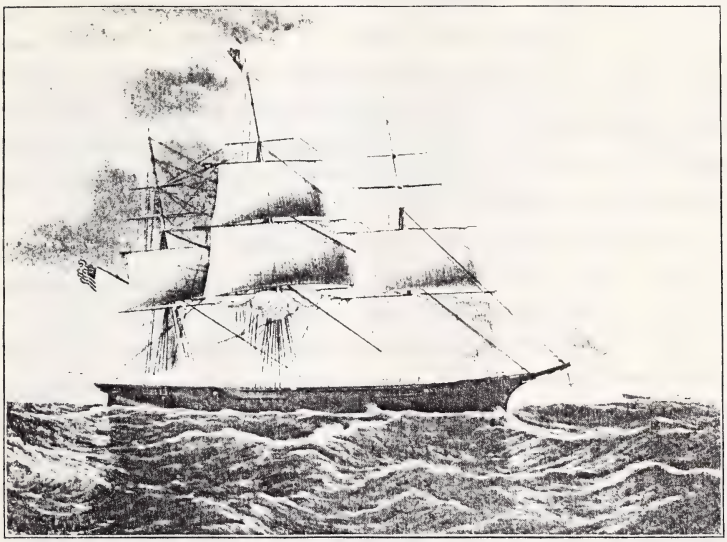
The "Flying Cloud" was probably the fastest-sailing ship that went to San Francisco, if not the fastest that sailed anywhere at any time, for she made four passages to San Francisco in 89, 89, 105, and 108 days, or an average of 97¾ days, which

was at least a day's better time than the best average made by the "Andrew Jackson." Despite the great rivalry and efforts to make fast voyages, the ties of humanity were never forgotten. While the "Flying Cloud" was in the vicinity of Madagascar, running twelve knots, April 2, 1856, she lost a sailor overboard. Mrs. Cressy, who saw the accident from her cabin window, no one else seeing it, rushed on deck and threw over the life buoy, at the same time giving an alarm. The ship was hove to and a boat sent out, but after a long search it returned without finding the sailor. Captain Cressy determined to rescue him, and, sending out two boats, ordered them to keep up the search until night. Four hours later the man was picked up, almost dead, about two miles from the ship. He was brought to the ship, placed in Mrs. Cressy's cabin, and nursed by her back to health. The "Flying Cloud" was finally sold to James Baines & Co. of Liverpool, and eventually was destroyed by fire at St. John, N.B., in 1874.

The "Flying Fish" was another boat built in 1851 by Donald McKay for Sampson & Tappan, and was captained by Edward Nickels, whose dinners and luncheons on his ships to his shore friends were quite famous. Her figure-head was a flying fish, on the wing, in gold and green. She spread 8,250 yards of canvas with water sails and all the "fancy" canvas. In the fall of 1851 she sailed a great race to San Francisco with the "Sword Fish" of New York, the "Flying Fish" sailing from Boston the same day that the "Sword Fish" sailed from New York. She led the "Sword Fish" to the equator by 4 days, and the two raced around Cape Horn side by side, but the "Flying Fish" was beaten into San Francisco by 8 days, the "Sword Fish" arriving in 90 days, while the "Flying Fish" took 98½. Large sums were wagered on the result. Her best record to San Francisco was 92 days.

During a race with the "John Gilpin" in 1852 the two were side by side off the Horn, and Captain Nickels invited Captain

Justin Doane, of the "John Gilpin," to come aboard and dine, which unique invitation Doane was "reluctantly obliged to decline." Although the "John Gilpin" led into San Francisco, she was beaten in time by the "Flying Fish," which made the passage in 92 days, while the "Gilpin's" time was 93 days. The "Flying Fish" was wrecked in 1858, as she was bound out of Foo-Chow for New York with a cargo of tea, and was sold by



Length, 198′ 6″ FLYING FISH Tonnage, 1505

the underwriters to a Spanish merchant of Manila, who rebuilt her, changed her name to "El Bueno Suceso," and sailed her between Manila and Cadiz, until she foundered in the China Sea.

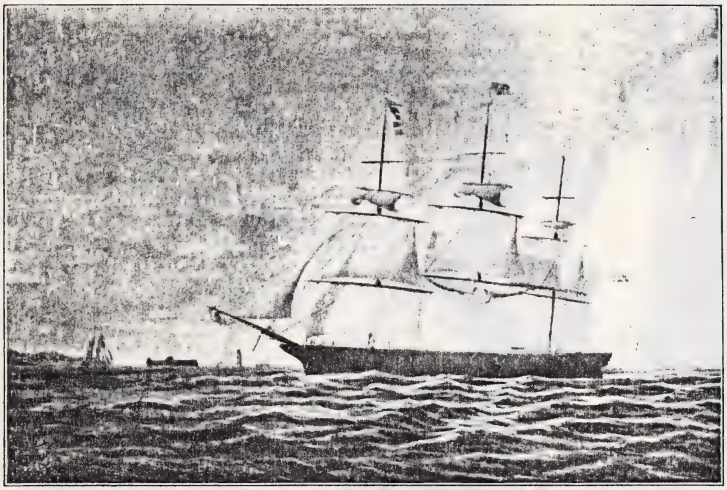
The "Southern Cross" was a sister-ship to the second "Radiant," a picture of which is shown, and was in every respect identical with her. She was built in 1851 by Briggs Brothers of Boston for Baker & Morrill of Boston. One of her best passages was from San Francisco to Hong Kong in 32 days. She

had a golden eagle for a figure-head, and was commanded by Captain Stevens. On a voyage from Mexico for New York she was burned by the Confederate privateer "Florida."

One of the finest and certainly one of the fastest packet clippers which sailed between America and Europe prior to 1854 was the "Staffordshire," whose big "T" on the fore lower topsail indicated she was owned by Enoch Train & Co. of Boston, for whom she was built in 1851 by Donald McKay. Her first captain was Albert H. Brown. The sharp and graceful bow carried a witch's head, while her elliptical stern was ornamented on one side with a carved representation of a manufacturing scene in Staffordshire, and on the other with a representation of the old building on Lewis Wharf occupied as an office by Train & Co. She made the run in 1851 from Boston to Liverpool in 13½ days, or from wharf to wharf in 14 days, 18 hours. Subsequently she was rigged for the California trade, and under Captain Josiah Richardson, who had commanded the "Stag Hound," sailed from Boston to San Francisco in 101 days, and made the return voyage in 82 days. While sailing from Liverpool for Boston in 1853, she was wrecked during a fog on Blonde Rock, near Cape Sable, and sank. Captain Richardson had broken his back several days before by falling on deck, and when his first mate, Joseph Alden, reported that the ship was sinking, directed the officer to save the women and children, but declined help himself. His last words before the vessel went down were, "God's will be done." Forty-four, officers and crew, were saved, but 170, including Captain Richardson, were drowned.

The "Typhoon," when she sailed into Liverpool on her first voyage in 1852, was the attraction of the whole water front, for she was the largest ship that had yet been seen at the port. She was built by Fernald & Pettigrew of Portsmouth for D. & A. Kingsland of New York, and her captain, Charles H. Salter, came of a generation of distinguished commanders of Portsmouth ships. She was launched fully rigged and with colors flying, and

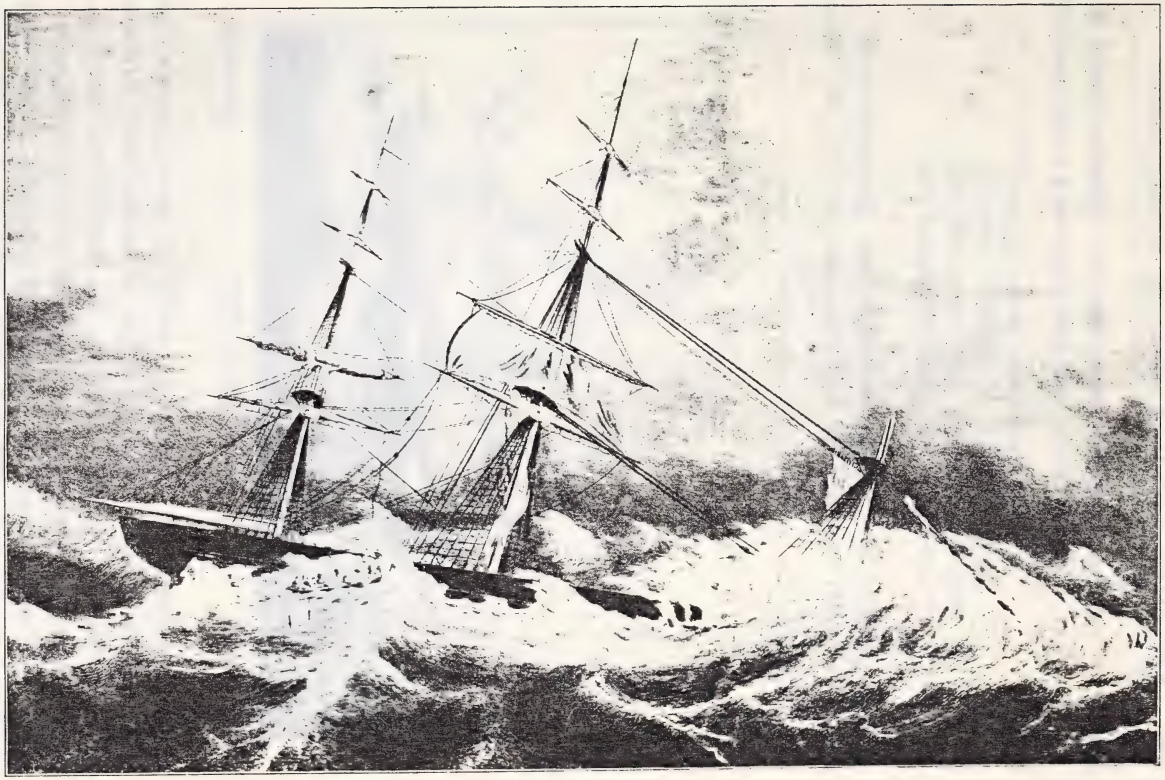
made a trial run to Liverpool from Portsmouth in 13 days, 10 hours, and her best day's run was 346 miles. One of the great races of the clipper ship era was in 1851, between the "Typhoon," under Captain Salter, the "Raven," under Captain Henry, and the "Sea Witch," under Captain Frazer, all of which sailed for San Francisco together. The "Sea Witch" and the "Raven" were almost side by side for about two weeks in the thrash to windward around Cape Horn; while the "Typhoon" pressed



Length, 225' TYPHOON Tonnage, 1610

the two leaders closely, and finally led both into the Golden Gate, although the "Raven" actually won, her time being 105 days from Boston Light, while the "Typhoon" was 106 days from Sandy Hook, and the "Sea Witch" was 110 days. The "Typhoon" was sold in 1864 at Singapore for $39,000 to sail under English colors.

The launching in 1851 of the "Witch of the Wave" at Portsmouth, where she was built by George Raynes for Captain John Bertram and Alfred Peabody of Salem, was made an occasion

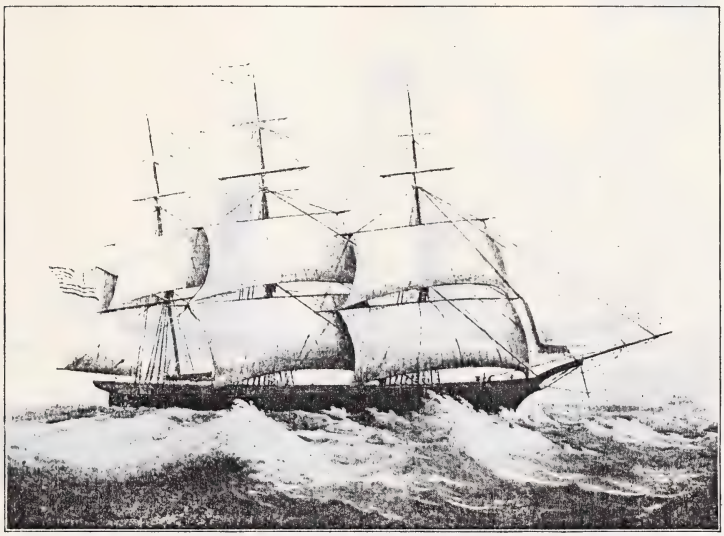


Length, 240' STAFFORDSHIRE Tonnage, 1817

of much festivity. A large party accompanied her to Salem Harbor, and a poem was read, one stanza of which ran:—

"They say a man came down to-day
To carry the Witch of the Wave away,
And the people think he oughtn't oughter
Just because he's been and bought her."

She subsequently came into the possession of Glidden & Williams. At first she was captained by Matthew Hunt, and later

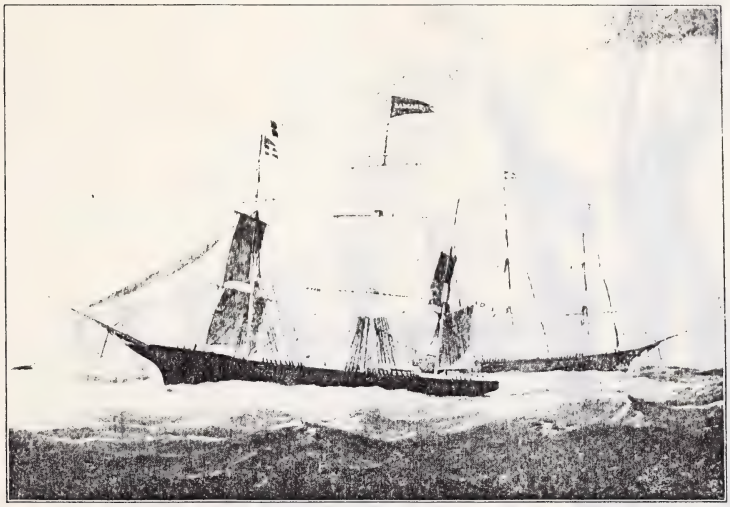


Length, 220′ WITCH OF THE WAVE Tonnage, 1498

by Captain Joseph H. Millet, of Salem. The London *Times* of April 16, 1852, printed a very laudatory article, in which it was said that the "Witch of the Wave" brought one of the most "valuable cargoes of tea that had ever entered England," and that "she was built at Salem near the Port of New York." In 1853 she beat the "Raven," the "Comet," and the "Trade Wind" in a run to San Francisco. On her trip home she went

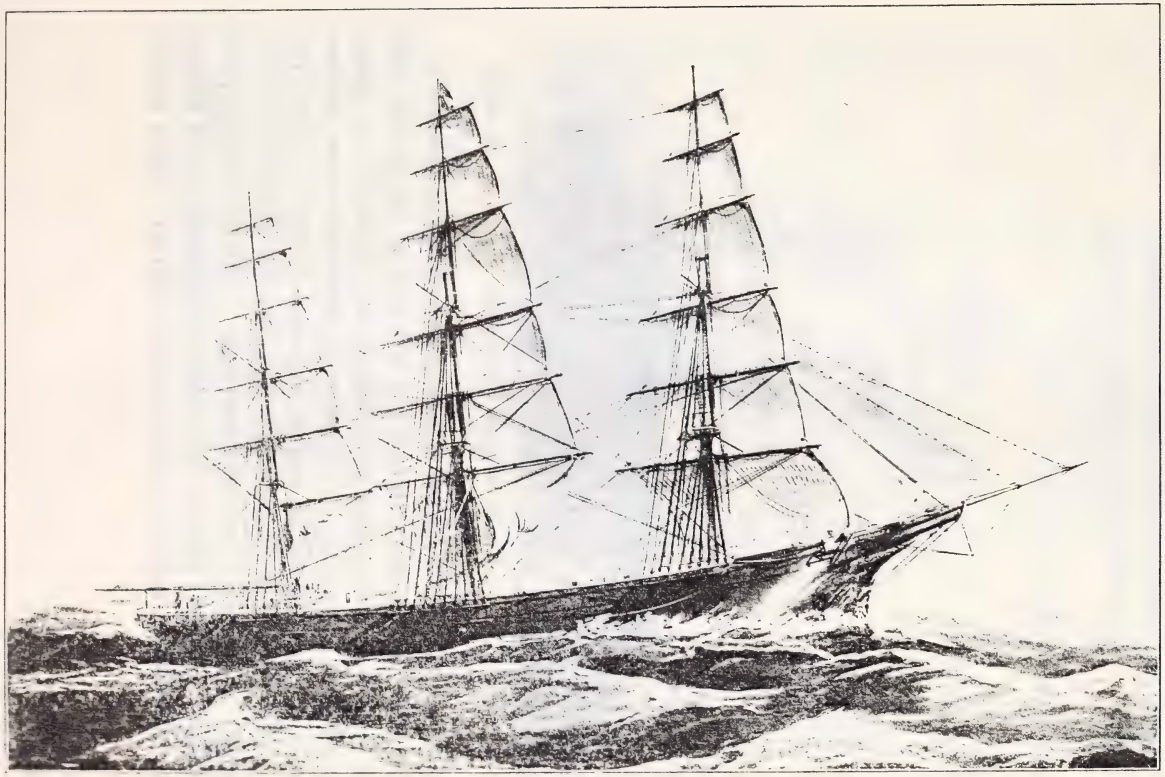
from Calcutta to Boston in 81 days, which was then a record. She was sold in 1856 at Amsterdam.

The "Radiant" in 1852 came off the ways of Paul Curtis at East Boston, and the "John Land" was built in 1853 by Briggs Brothers of South Boston. Both ships were owned by Baker & Morrill. The "Radiant" was wrecked in 1871 on Crocodile Reef, while on a voyage from Singapore to Boston, and was lost. The "John Land" in 1864 foundered at sea, all hands being saved.



"RADIANT" AND "JOHN LAND"

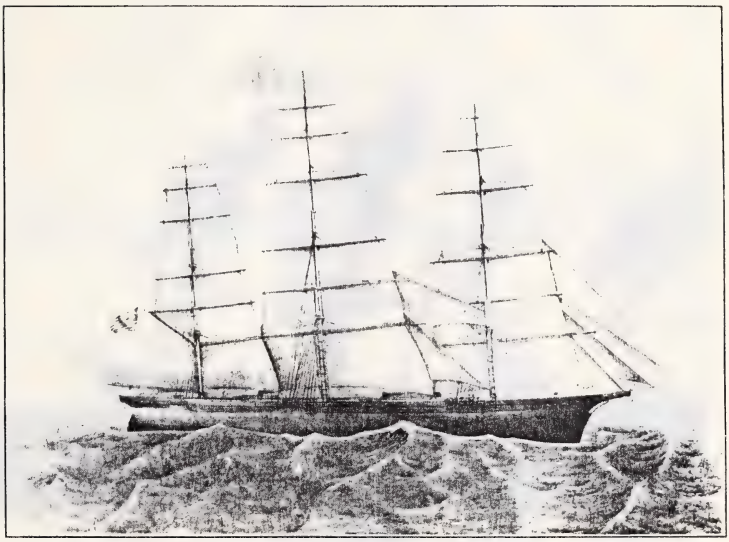
One of the largest of the clipper ships was the "Sovereign of the Seas," which was owned by Funk & Meinke of New York. She was built in 1852 by Donald McKay, and commanded by his brother, Lauchlan McKay. She carried a crew of 125 men and boys. She made her first trip to San Francisco in 103 days, crossing the equator in 25 days. During her voyage she carried away several of her sails and topmasts, which Captain McKay repaired at sea. The New York Board of Underwriters presented him with a handsome solid silver dinner service for rerigging his



RADIANT

ship at sea. She carried a cargo weighing 2,950 tons, a portion of which was flour that sold for $44 a barrel; while her total freight was valued at $84,000. Thousands of people were about the wharf to greet her, and, when she arrived, the sailors sang,—

"O Susannah darling, take your ease,
For we have beat the clipper fleet,
The Sovereign of the Seas."

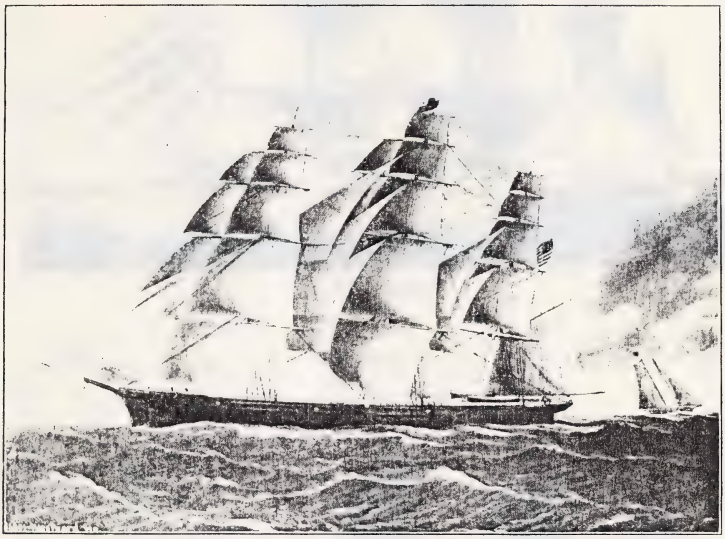


Length, 258′ SOVEREIGN OF THE SEAS Tonnage, 2421

According to Lieutenant Maury, the best authority, she sailed, from March 9th to the 31st 433 statute miles a day. She went empty to Honolulu, and loaded with sperm oil for New York, making some remarkable runs on the voyage. One day she ran 424 miles, and sailed during a portion of the 24 hours at a rate which must have been almost twenty knots an hour. She made the passage in 80 days. She then sailed to Liverpool in 13 days and 22 hours, outsailing in 5 days the Cunard steamer "Canada" by 325 miles. In 1858 she was sold in London for $40,000, and

eventually she ran on Pyramid Shoal in the Straits of Malacca and was lost.

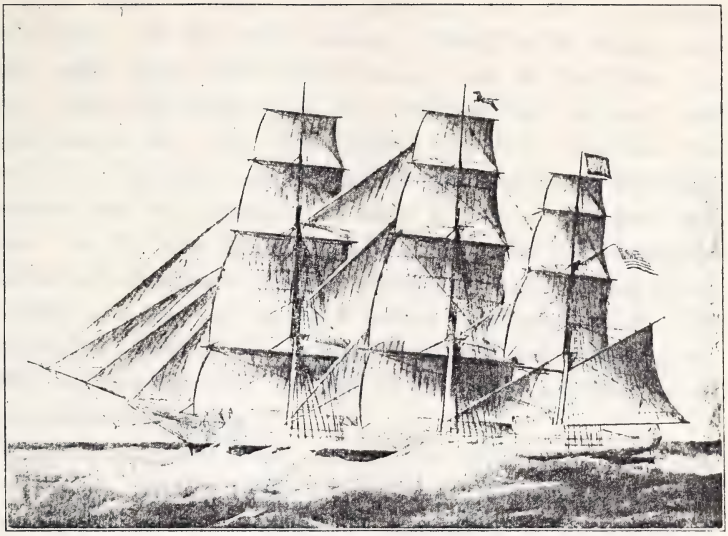
The reproduction of the "Westward Ho" shows the clouds of canvas which the clipper ships carried. She, too, was built by Donald McKay, and was one of 33 clippers launched in 1852, and was owned by Sampson & Tappan and commanded by Captain Hussey. She was finally burned at Callao.



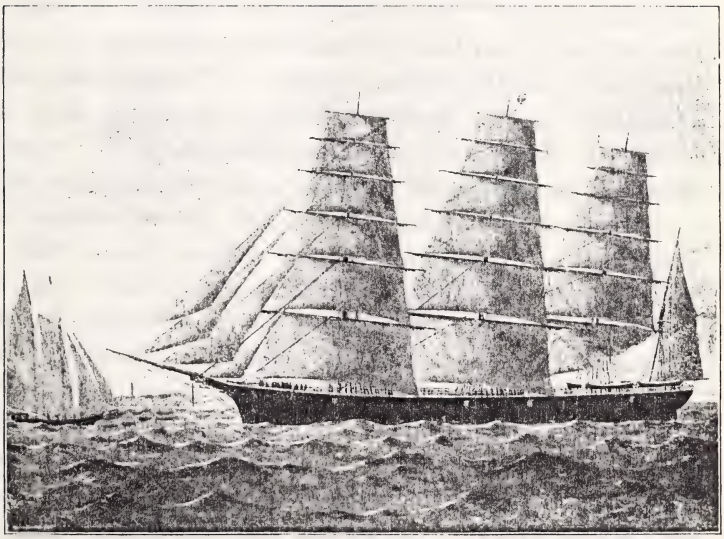
WESTWARD HO

The "Fearless" was designed by Samuel A. Pook, the "architect" who had drawn the lines of the "Game Cock," "Herald of the Morning," and other famous clippers, and was built in 1853 by A. & G. T. Sampson of East Boston for W. F. Weld & Co.

The largest of all the clipper ships was the "Great Republic," which was built by Donald McKay, her first owner, and later was bought by A. A. Low & Brother of New York. She was 325 feet long, 53 feet beam, 38 feet deep, and of 4,555 tons burden.



FEARLESS



Length, 325′ GREAT REPUBLIC Tonnage, 4555

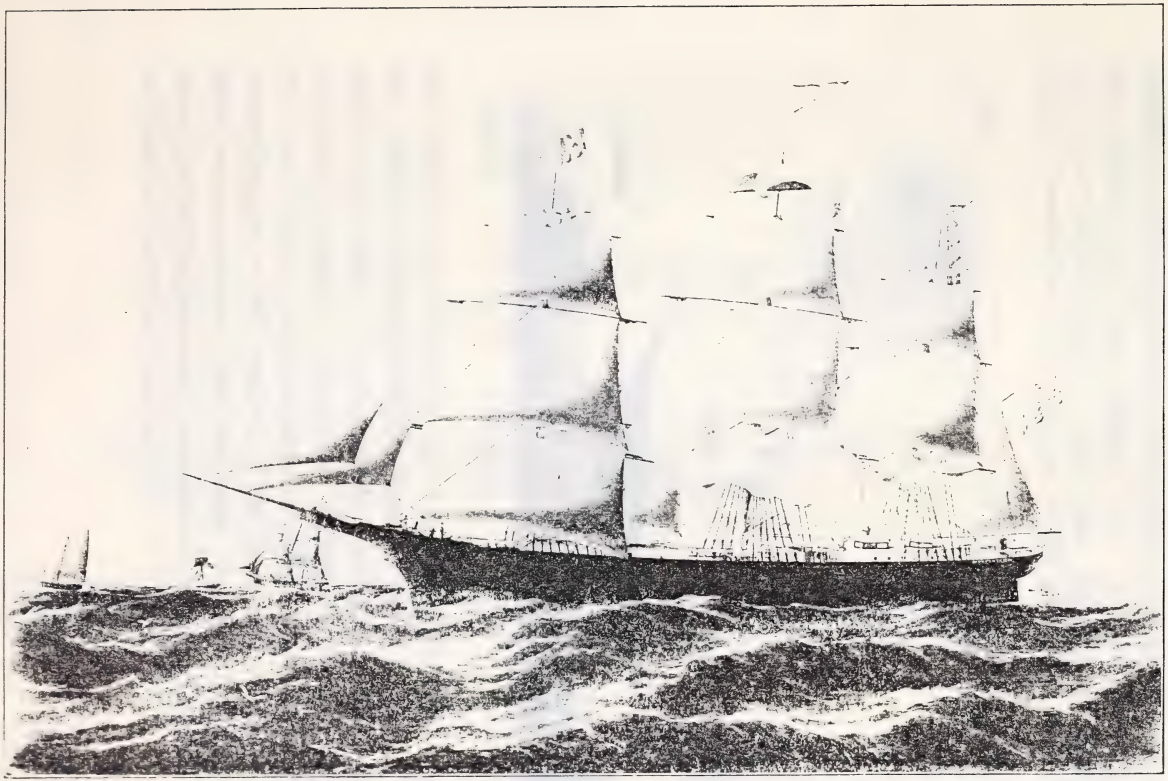
She had 4 decks, 4 masts when launched, and her figure-head was an eagle. On her stern holding a shield in his talons was another eagle, whose outstretched wings were 36 feet from tip to tip. Her long sharp ends and concave lines forward and aft gave her a very racy look despite her size. She had the Forbes rig of double topsails and Harris system of lightning conductors, and was intended to carry a crew of 100 men and 30 boys. At the time of her launching wire rope was unknown, so that all her standing rigging was hemp, her main rigging being 12½ inches and her top rigging 8 inches in circumference. She carried 15,653 yards of sail, required 1,500,000 feet of hard pine, 986,000 feet of white oak, 336 tons of iron bolts, and 56 tons of copper, besides sheathing.

It is said that 30,000 people crowded the wharves at the North End of Boston, the Charlestown Navy Yard, and Chelsea Bridge, and an equal number crowded the immediate neighborhood of her yard, October 4, 1853, to witness her launching. In deference to the temperance sentiment then prevalent she was christened with a bottle of Cochituate water. Her foremast was 130 feet, her main 131, her mizzen 122, and her jigger 110 feet. She was commanded by Captain Lauchlan McKay, and went to New York to take on a load of provisions, valued at $250,000, for Europe. A great conflagration in New York, December 26, 1853, set fire to her, and, although she was sunk, the water was too shallow to save her, and she was burned to the water's edge. Her owner, Donald McKay, gave her up to the underwriters, and received about $220,000 insurance. She was dry docked and rebuilt under the direction of Captain N. B. Palmer. She was cut down to 3 decks, 36 feet taken off her mainyard, and her other masts and her yards materially shortened, and she was lighter sparred and canvased. Her tonnage was reduced to 3,357, which still left her the largest merchant ship of her day. On her first voyage to Liverpool she was commanded by a Captain Limeburner and manned by a crew of 50 men, less

than half the crew she would have required under her old rig. The passage, a rough one, took 19 days. As she drew 25 feet of water and there was only 24 feet at the Liverpool pier, she had to anchor and her cargo was lightered. She was chartered to carry French troops to the Crimea. She made in 1857 the record time from New York to the equator of 15 days, 18 hours, Cape Horn in 48 days, and San Francisco in 92 days, one of the record passages. It was on this voyage that she beat the "Westward Ho," and the New York men who had backed her in the race won large sums. As a majority of her owners were Southerners, she was seized as rebel property in 1861 on her return from Liverpool to New York, and sold by auction. In 1862 she was chartered to carry General Benjamin F. Butler's troops to Ship Island. There she collided with the "Idaho," and went ashore. Two weeks later General Butler wrote from New Orleans: "I am now at the Passes and find the 'Great Republic' ashore there, I am tired of waiting for her, send the 'Ocean Pearl.'"

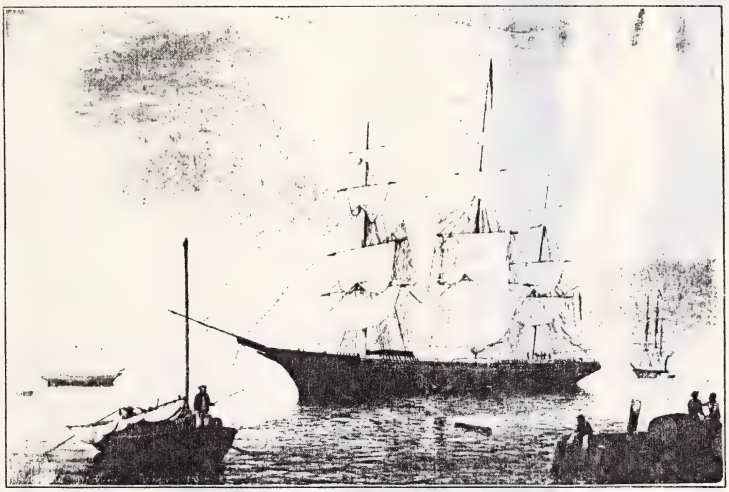
She was pulled off, resumed the California trade, making a voyage in 111 days in 1865, and was finally sold for $25,000 to the Merchants Trading Company of Liverpool. She went under the English flag, and was renamed the "Denmark." In 1868 she sailed from St. John to Liverpool in 14 days, one of the fastest voyages ever made by sail. While on a voyage from Rio in 1872, she sprang a leak and was abandoned at sea.

The "Reporter" was built in 1853 by Paul Curtis at East Boston under supervision of her future master and part owner, Captain Octavius Howe. Her first voyage was to New Orleans, and when, pushed by four tugs across the bar at the South-west Pass, she pulled up to the levee, October 11, 1853, she was the largest and fastest-sailing vessel that had ever visited that port. A month later she sailed for Liverpool, crammed with cotton,—cotton on her deck and 50 bales in the captain's cabin,—and on his arrival Captain Howe wrote the owners, "We have given the whole fleet from the North, South, and West a terrible licking." It was



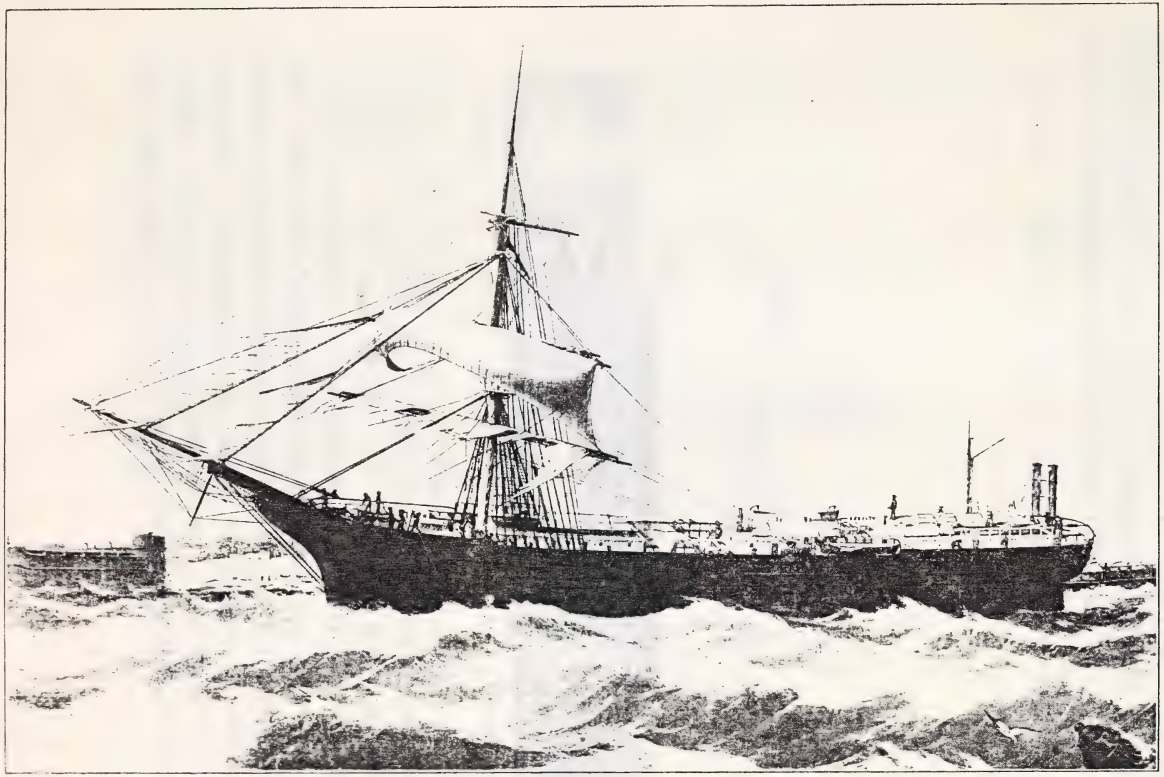
Length 207' REPORTER Tonnage, 1474

found, however, that speed did not compensate for lack of cargo capacity, and in 1856 she was sold to W. F. Weld & Co. for $76,000. This firm employed her in the business to which she was adapted, and the same year she sailed for California. She rounded the Horn in 48 days, and reached San Francisco in 107 days, beating the "Ocean Express," the "Torpedo," and every other vessel sailing about the same time. In 1861 the "Andrew Jackson" made the best passage of the year, 102 days from



Length, 190′ STARLIGHT Tonnage, 1150

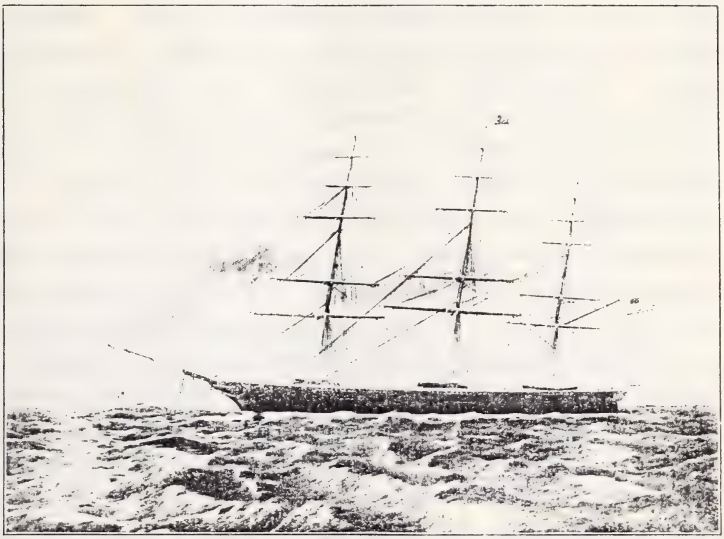
New York to San Francisco, and the "Reporter," the second best, 103 days, beating the fast clippers "Golden Eagle," "Romance of the Seas," "Sierra Nevada," and "Great Republic." On June 3, 1862, the "Reporter," Captain William H. White, left New York, for San Francisco, and off Cape Horn shipped a tremendous sea, which smashed all the boats and started a leak. Rafts were constructed and the vessel abandoned, but, before rescue by the English bark "Enchantress" came, all on the rafts but four had died of cold and hunger.



TITAN

The "Starlight," owned by Baker & Morrill, was built by E. & H. O. Briggs at South Boston in 1854. She finally went under the Italian flag, and was named "Proto Longo."

The "Titan" in 1857 carried 6,900 bales of cotton from New Orleans to Liverpool, said to have been the largest cargo of cotton ever shipped up to that time in a sailing vessel. She was built in 1855 by Roosevelt & Joyce at New York, and was owned by



Length, 178′ NIGHTINGALE Tonnage, 1066

D. G. & W. Bacon of Boston. She was commanded at different times by Captain Oliver Eldridge and J. Henry Sears, both of Boston. Her first voyage was a charter carrying French troops to the Crimea. The London *Times* said of her in 1857, "The 'Titan,' the largest and finest clipper in the world, has just returned from the Crimea, and will run in the White Star Line to Australia." Subsequently she sailed to Melbourne and back. In 1857 a gale off Liverpool forced her to cut away the main and mizzen masts in order to wear, and thus she made her way

into Liverpool as shown in the picture. The next year she was abandoned at sea.

The "Nightingale," one of the most beautiful of clippers, had a most checkered career, beginning as a yacht and ending as a slaver. She was built in 1851 by Samuel Hanscomb at Portsmouth as an exhibit at the World's Fair in London, to which she was to carry passengers, and was most luxuriously fitted out for that purpose. It was intended to name her after Jenny Lind, a figure-head of whom she carried, but, as another ship already had the name, she was christened the "Nightingale." As her owners failed before she was completed, she was sold at auction in Boston to Sampson & Tappan, who sent her, under Captain Fisk, to Australia. She went from Sydney, Australia, to Shanghai, took on a load of tea, and raced the clipper ship "Challenger" to Deal, beating her by three days. Subsequently Sampson & Tappan offered to back the "Nightingale" for £10,000 against any ship, British or American, in a race to China and back, but the challenge was never accepted. In 1855, under Captain Samuel Mather, she sailed from Shanghai to London, beating several clippers, including the "Star of the East." She was soon after transferred to the California trade, and later sold to unknown owners. In the fall of 1860 she arrived in England from New York, and soon it became known about the docks that she had become a slaver, although ostensibly she was loading for St. Thomas with a cargo of guns, powder, and cotton cloth. The United States war-vessel "Saratoga" in the spring of 1861 captured her on the African coast, loaded with 961 slaves and commanded nominally by a Spaniard, but really by Francis Bowen. She was sent to New York, condemned, and finally sold for $13,000. During a part of the Civil War she was used by the government as a supply and coal ship. She was sold for $15,000, and went under Norwegian colors.

The "Herald of the Morning," another famous clipper, in 1855 went from New York to San Francisco in 99 days, and in

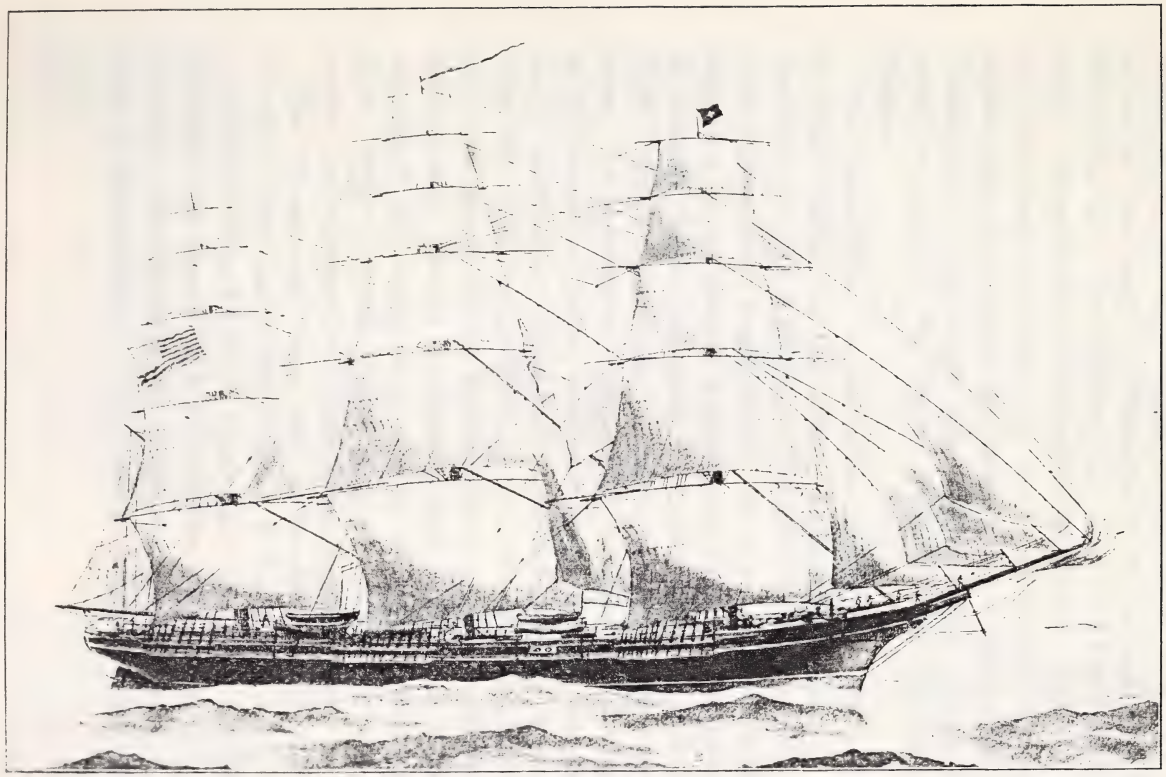
1867 in 102 days. While off Cape Horn in a voyage from Callao to Hampton Roads, she struck a large whale and lost seven feet of her bow, having to throw part of her cargo overboard to prevent her from sinking. She, too, eventually went under the Norwegian flag.

The "Golden Fleece," another of the W. F. Weld & Co. clippers, was built in East Boston by Paul Curtis in 1855, and was

Length, 260′ RED JACKET Tonnage, 2030

from the same model as the "Reporter." A knight in armor was carried as a figure-head. While entering the Golden Gate in 1857, she struck "Four Fathom Bar" off Point Bonita, but managed to reach her wharf with twelve feet of water in her hold. Finally, in 1878, she was caught in a storm off Montevideo while on a voyage from San Francisco to Boston. Badly damaged, she put into port, and was condemned and sold.

The "Red Jacket" was one of the most famous of the Australian packets of the White Star Line. She was built in 1853 by

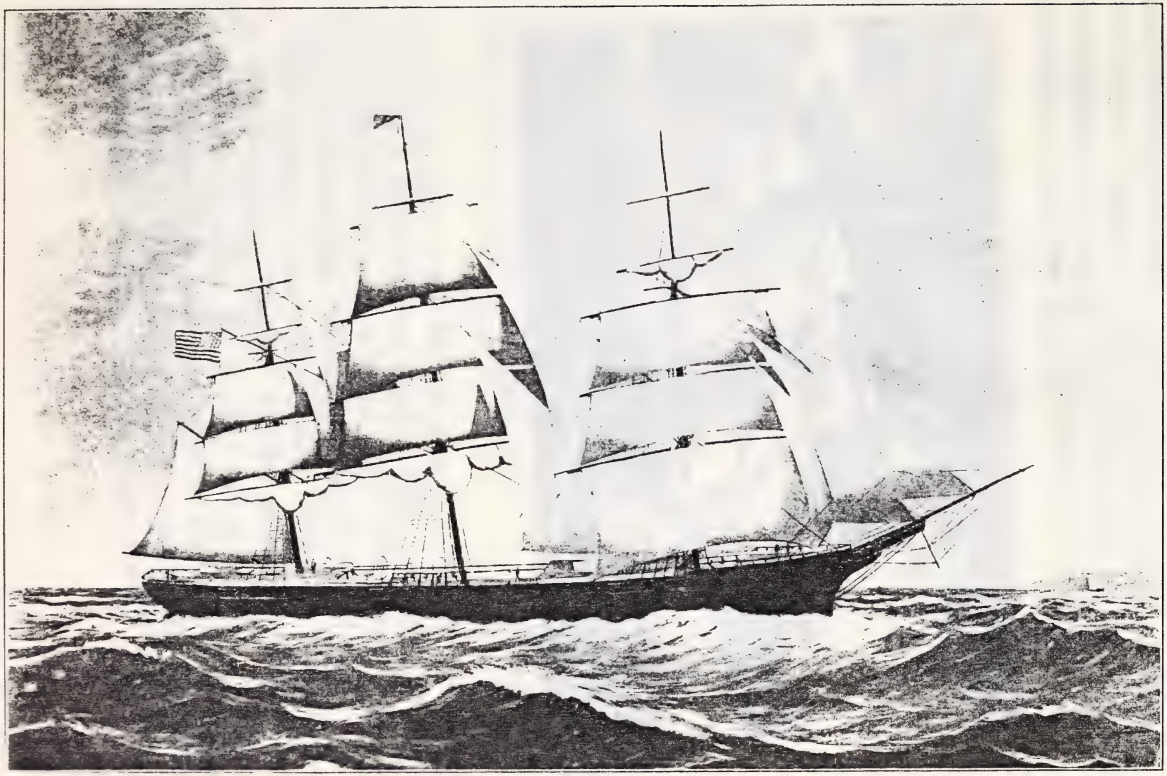


Length [illegible]' JAMES BAINES Tonnage, 2515

George Thomas at Rockland, Me., for Secomb & Taylor of Boston, and was designed by Samuel H. Pook. She ran to Liverpool in January, 1854, from Sandy Hook to Rock Light in 13 days and 1 hour; actual time to Liverpool, 14 days and 8 hours. On her arrival she was bought by Pilkington & Watson, agents of the White Star Line, for $150,000, and went into the Australian trade. She sailed from Liverpool to Melbourne, Australia, on her first voyage in 69 days, 11 hours. During her voyage of 13,880 miles she averaged 200 miles a day. She rivalled the "Lightning" as the fastest ship in the English marine, and ended her days in the lumber trade between Canada and England.

The "James Baines" was one of four clipper ships built in 1854 by Donald McKay for James Baines & Co. of Liverpool, who ran the Black Ball Line of packets to Australia. Her figure-head was a bust of her owner, James Baines, and on her stern was a globe supported by the arms of England and America. Commanded by Captain Charles McDonnell, she made the run from Boston Light to Rock Island Light, in the record time of 12 days and 6 hours. In the winter of 1854 and 1855 she ran from Liverpool to Melbourne in 63 days, and home in 69, thus circumnavigating the globe in the record time of 132 days, her best day's run being 420 statute miles. On June 17, 1856, she made 21 knots with main skysail set, the highest rate of speed ever made by a sailing vessel. During the Sepoy mutiny the "James Baines" was one of the clipper ships to carry troops from England to India. She was finally burned at Liverpool, and her hulk was made a landing stage for Atlantic steamship passengers.

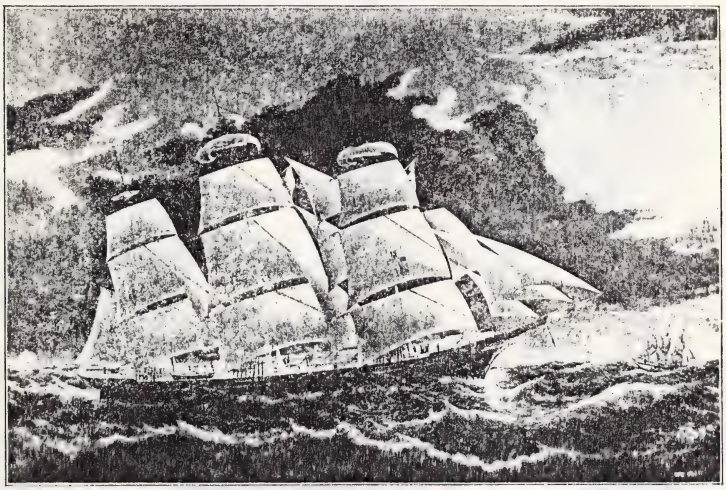
The "Dreadnought" was built at Newburyport in 1853 by Currier & Townsend for David Ogden & Co. of New York, and, captained by Samuel Samuels, made many very swift voyages to Liverpool from New York in David Ogden's Red Cross Line. In January, 1856, she made the phenomenal passage from Sandy Hook to Queenstown in 9 days and 17 hours. On one voyage



Length 185' FORMOSA Tonnage, 1252

the crew mutinied, and Captain Samuels's prompt courage alone saved the ship from seizure. In 1869 she was wrecked on the crags of Cape Horn, and Captain P. N. Mayhew and her crew were picked up after being 14 days in open boats.

The clipper "Huguenot," under command of Sylvanus Nickerson, foundered in the Indian Ocean while on her way from Iliolo to Boston with a load of sugar, going down in three hours. Her

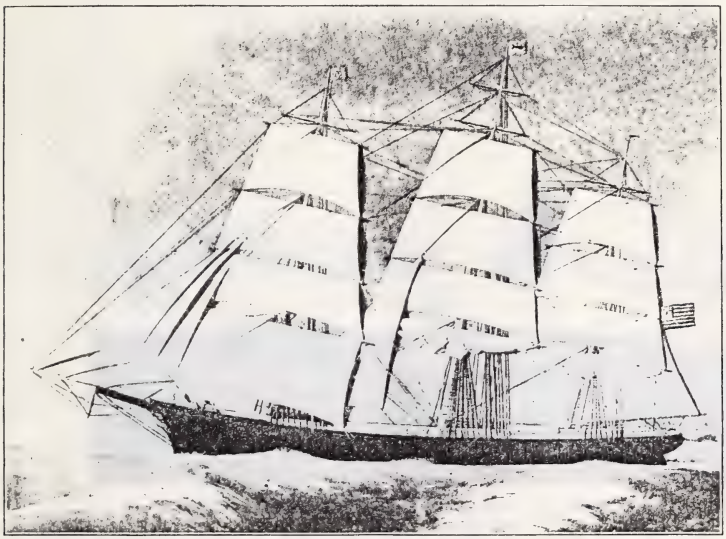


Length, 200' DREADNOUGHT Tonnage, 1413

captain and crew were 8 days in open boats before they landed on an island in the Ormbay Straits. They were made prisoners by a Malay tribe, were released, made their way to another island, and were finally rescued by a Dutch man-of-war.

The "Formosa" was built by John Taylor, at East Boston, in 1868 for Silsbee, Pickman & Allen of Salem. Under Captain Charles H. Allen, Jr., in 1871 she sailed from New York to Melbourne in 89 days, and again in 1876 made the passage from Boston to Melbourne in 79 days. She finally went ashore on the Western Tweeling Island at the entrance of Atlas Straits,

January 3, 1880. After experiencing heavy squalls, the ship became unmanageable and would not steer, and the strong current carried her on shore. She pounded on the rocks, and at last, on January 6, swung off and sank in deep water, leaving nothing visible but her topmasts. The captain and crew landed on the island, but, finding the tide rising so high that it would submerge the island, the spars and rigging were taken from

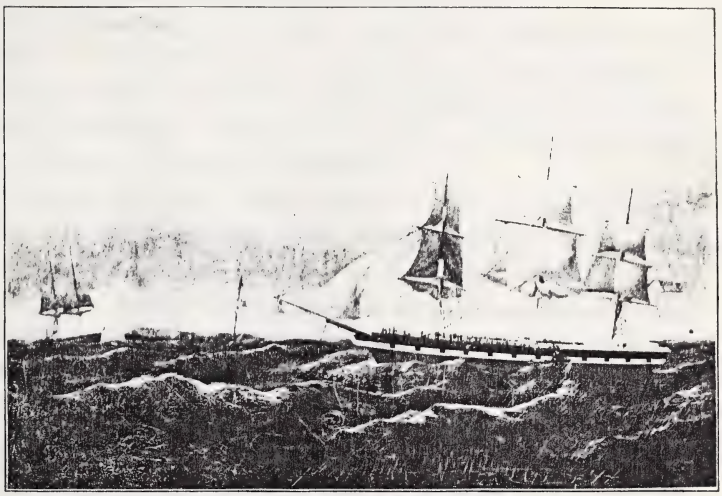


Length, 215′ 6″ GREAT ADMIRAL Tonnage, 1576

the ship and a platform was erected in the cocoanut-trees, on which the crew and the stores were placed as the surf rolled in and covered the island. The captain and crew were finally rescued.

The "Great Admiral," one of the last of the clipper ships, belonged to W. F. Weld & Co., and was built in 1869; and from 1869 to 1897, when she was sold to Captain E. Sterling for $12,500, she was a steady money-maker and made many voyages around the world.

One of the most thrilling rescues of the clipper ship era was that of the 300 passengers and crew of the steamship "Central America," in 1857, by the brig "Marine," owned by the firm of Elisha Atkins, the head of which was the father of Edwin F. Atkins, who is now head of the firm of E. Atkins & Co. The "Central America" was burned at sea while on her way from Aspinwall to New York, and her passengers and crew were found



"DANIEL WEBSTER" RESCUING THE PASSENGERS OF THE SHIP "UNICORN"

adrift on the ocean by the brig "Marine," under Captain Burt. Owing to the high sea which was running, the rescue was accomplished with great risks, which were fearlessly taken by the captain and crew of the brig. Those rescued were safely landed in New York. The other passengers were picked up by other vessels.

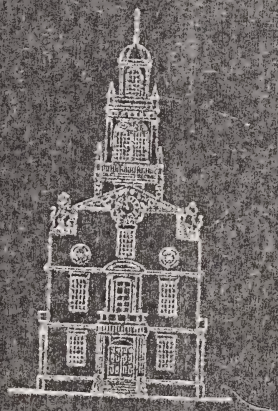
An interesting experience in the career of Mr. Atkins was an experimental cold storage cargo, one of the first probably sent to any foreign market. It consisted of poultry, fish, and oysters

consigned to Demarara, which was so ingeniously packed in blocks of ice that an alternate cavity was left for the turkeys between blocks of ice. In other layers thousands of pounds of oysters and fish were laid away, and each layer was covered with other blocks, so that tier upon tier of the ice was thus built up. The provisions were landed at their destination frozen solid. It was, however, but a slight task to break out the cargo. As a financial proposition, the experiment did not pay.

Another interesting rescue was that of the passengers from the immigrant ship "Unicorn" by the ship "Daniel Webster," under Captain W. H. Howard, on November 9, 1851. This has been interestingly depicted in an oil painting owned by Arthur Williams, Jr., which is shown here.

Any account of clipper ships, however meagre, would be incomplete without something about Donald McKay, the master builder, from whose yard so many of the fastest clippers came. He was a Nova Scotian of long Scottish descent, and when about sixteen went to New York, where he learned his trade with Isaac Webb and other well-known ship-builders. He returned to the East, and helped build the "Delia Walker" for Dennis Condry. He so impressed Condry with his skill and energy that, when Enoch Train, a wealthy Boston merchant engaged in the South American trade, decided to put on a line of packets between Liverpool and Boston, Condry dissuaded him from having the ships built in New York and advised him to see McKay. This Train did, and was so pleased with him that he gave McKay, who had gone into the business for himself, the contract to build the "Joshua Bates," the first ship of Train's famous Liverpool line. Train persuaded McKay to come to Boston and establish a yard in East Boston, and from this yard came many of the swiftest clipper ships. McKay's prosperity continued until the loss by fire of the "Great Republic," from which he never fully recovered.

MAYORS *of* BOSTON



MAYORS OF BOSTON

AN

ILLUSTRATED EPITOME
OF WHO THE MAYORS HAVE BEEN
AND WHAT THEY HAVE DONE

PRINTED FOR THE
STATE STREET TRUST COMPANY
BOSTON, MASS.

Compiled, Arranged and Printed
under the direction of the
Walton Advertising and Printing Company
Boston, Mass.

INTRODUCTION

THE State Street Trust Company takes pleasure in presenting to you the eighth of the historic brochures that it issues annually. The Company has chosen as its subject this year "The Mayors of Boston." And the purport of this pamphlet has been to present, in a brief but interesting manner, sketches and portraits of those who have been at the helm of Boston's affairs since the beginning of the city. It has not been possible to give equal space to all of the mayors, because of lack of space and because some of them have been so much more active in public affairs than others. The aim, however, has been to give each mayor the perspective that he deserves, so that those who have been most potent in the direction of city affairs naturally receive fuller treatment than those who have been less potent as mayors. Every effort has been made to make this brochure accurate, and, wherever it has been possible, the compiler has gone to the original source of information.

The compiler desires to acknowledge here the courtesy of ex-Mayors Samuel A. Green of the Massachusetts Historical Society, Nathan Matthews, Esq., Edwin Upton Curtis, Esq., Thomas Norton Hart, Esq., Mayor John Francis Fitzgerald, Colonel William A. Gaston of the National Shawmut Bank, Professor Theodore Lyman, and others who have kindly aided in the preparation of the work.

It is hoped that this book will be found a fitting companion to the historic brochures already issued by this company.

Josiah Quincy

MAYORS OF BOSTON

THE handful of men that came over from Charlestown in 1630, to avail themselves of the spring which William Blackstone had found so copious on Shawmut peninsula, probably had no idea that the little settlement which they then and there began would ever reach the size and dignity of the Metropolis of New England.

In fact, for many years after the beginning of the settlement and even after it had grown to the size of a large town, the realization that it would ever become a city had dawned upon few, if any, of the town's inhabitants. The form of government from the beginning was that of the old-fashioned town meeting, in which each freeman had a voice and in which the town affairs were regulated by the whole body of freemen. And this continued to be the form of administration until the town affairs became so unwieldy that certain persons were delegated to order them. At first these were chosen for six months, and then for a year, and finally they came to be called the Board of Selectmen.

A later step was the selection of town officials to look after special departments of public service, such as constables, surveyors of highway, clerks of market, sealers of leather, packers of fish and meat, and hog reeves. By 1708 the town-meeting form of government had become so inefficient that attempts were made to pass a draft of incorporation for the better government of the town; but it came to naught. And again in 1784 a petition of influential citizens secured the appointment of a committee which reported two plans for the better government of Boston: one making the body politic a mayor, aldermen, and common council of the city of Boston, and the other making the town a body politic, the president and selectmen of the city of Boston. But, when this plan was put up to the town voters, it was decided inexpedient to make the alteration suggested. Ineffectual efforts were made in 1791 and 1804 to convert the town into a full-fledged city. Then it was discovered that there was no provision in the State Constitution giving authority to the General Court to erect a city government, and a movement was speedily begun which resulted in the passage April 29, 1821, of such an amendment to the Constitution.

Although the population of the town in the previous year was 43,298, and the town meeting had become a farce, as it was frequented largely by public officials and less than fifty disinterested voters, save when questions of great interest came up, still the conservative element, desiring no change, opposed every step in the direction of a city. So influential a man as Josiah Quincy, who later became the second mayor of the city, was one of the most strenuous opponents of the movement to make Boston a city.

In January, 1822, the question was again brought before the inhabitants at a special meeting in Faneuil Hall, and there a committee reported in favor of a chief executive to be called the Intendant, who should be

elected by the selectmen; an executive board of seven persons called Selectmen, to be elected by the inhabitants on a general ticket; and a body with mixed legislative and executive powers, called the Board of Assistants, to be composed of four persons chosen from each of the twelve wards. This report was amended by changing the name of the Intendant, taken from the French, to the name mayor, selectmen to aldermen, and Board of Assistants to Common Council.

This form of government was submitted to the people of Boston, together with a query as to whether the name "the Town of Boston" should be changed to "the City of Boston." The vote on the changing of the name to the City of Boston was carried by 2,727 affirmative votes and 2,087 nays. The governor approved the act establishing the city of Boston, February 23, 1822. The new charter was drafted by Mr. Lemuel Shaw, later justice of the Supreme Court, the principal head was named "Mayor," the "Board of Aldermen" was fixed at eight members, and a "Common Council" of forty-eight persons created, four from each of the twelve wards into which the city was divided. The charter incorporating the city was accepted by the town March 4, 1822, by a vote of 2,797 to 1,881. The city government was thereupon organized, and on May 1, 1822, John Phillips was chosen mayor.

The mayors were elected annually until the Statute of 1895 made the term two years, which began with the election of Josiah Quincy in 1896. The four-year term began with the election of John F. Fitzgerald in 1910, the statute changing the term from two to four years having been passed in 1909.

JOHN PHILLIPS

First Mayor, 1822

John Phillips was one of the committee of twelve which reported favorably upon a charter to make the town of Boston a city. After its adoption, January 1, 1822, an attempt was unsuccessfully made to elect a mayor; but the factions could not choose between Josiah Quincy and Harrison Gray Otis. As it was felt that Phillips could unite the factions, he was asked to run, and his almost unanimous election showed the wisdom of the nomination. He was inaugurated May 1, 1822, running the government along the lines of the new charter. Mr. Phillips was conservative, kind, and conciliatory, and his administration, which was marked by republican simplicity, enjoyed the confidence of all parties.

He was the son of William and Margaret Phillips, and was born November 26, 1770, on the family estate about where 39 Washington Street was in 1852. For many years his widowed mother kept at the place of his birth a dry-goods store.

At the age of seven he entered Phillips Academy, Andover, founded by a relative, and went to Harvard in 1784, graduating as salutatory orator. After reading law with Judge Thomas Dawes, he was admitted to the bar. Upon the establishment of the Municipal Court, John Phillips was made prosecutor, and in 1809 he became judge of the Court of Common Pleas.

As one of the delegates in 1820 to revise the Constitution of the state, he exhibited much wisdom and rare humor. He became in 1812 a member of the corporation of Harvard College, and as such served until his death, May 29, 1823.

"His administration laid the foundation of the prosperity of our city deep and on right principles," his successor, Mayor Quincy, said; while Mayor Otis could say of him, "His aim was to allure, not to repel, to reconcile by gentle reforms, not to revolt by startling innovations." As a speaker, he was clear, forcible, conciliatory, and convincing.

He left at his death eight children, one of whom was Wendell Phillips, the great abolitionist orator.

JOSIAH QUINCY

Second Mayor, 1823–24–25–26–27–28

Josiah Quincy has been called the "Great Mayor." To him the city is indebted for Quincy Market and many of the early improvements. He was the son of Josiah Quincy, Jr., and Abigail Phillips, and was born February 4, 1772, in a house on Washington Street—then called Marlborough—not far from Milk Street.

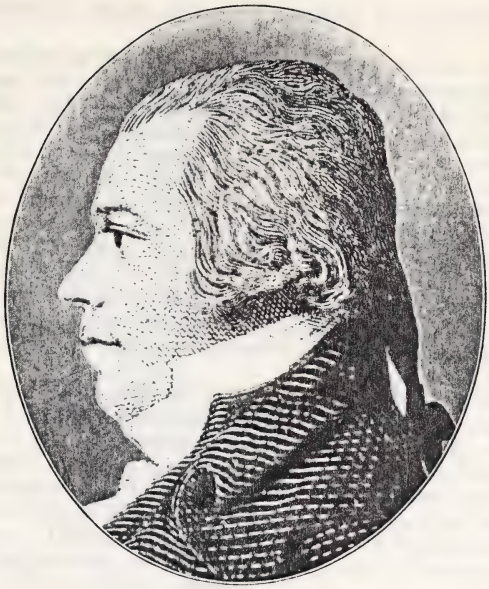
It is said that his mother, a woman of great strength of character and original hygienic and social ideas, was wont to have her son, when he was but three years old, taken from bed every morning, winter and summer, into a cellar kitchen, where he was dipped three times in a tub of water as cold as it came from the pump.

He entered Phillips Academy at Andover when he was six, and went to Harvard when he was but fifteen. Upon graduating, the English oration, the highest honor, was given to him. He was admitted to the bar in 1793, and early became interested in public affairs, joining the Federalist party, to which he clung as long as it existed.

So brilliantly did Quincy deliver a Fourth of July oration in 1798 that he attracted much favorable attention, and, though he was but twenty-eight, he was selected in 1800 by the Federalists as their candidate for Congress. Although defeated, he was in the spring of 1804 elected to the State Senate and to Congress in the following November, serving three terms before he voluntarily retired.

While in Congress there was scarcely a question upon which he did not speak brilliantly and exhaustively. His attacks upon Jefferson and his administration were most bitter and sarcastic. After his withdrawal from Congress in 1813, he was elected to the Massachusetts Senate, and served there until 1820, when he was elected to the House and became its speaker.

He was made in 1822 a judge of the Municipal Court, and in the same year when the city government was formed he was asked to become a candidate for mayor, running against Harrison Gray Otis. The first ballot resulted in no choice, and the two candidates withdrew and John Phillips was elected mayor. The next year Mr. Quincy was chosen mayor, and he at once laid a masterful hand on the tiller of affairs. He made himself chairman of all committees, improved the sanitary conditions of



John Phillips

Harrison Gray Otis

the city, and organized a system of street cleaning and collection of garbage.

In spite of determined opposition he personally secured the options, bought the lands, and built Quincy Market. The corner-stone was laid by him, April 22, 1825, and he opened the market in 1827. The site was made by the filling in of the land about the town dock in the neighborhood of Faneuil Hall and the reclamation of about 125,000 square feet of land and flats. On the made land was erected the granite market house now known as Quincy Market. The total cost of the land and the market house was $1,100,000. The increased real estate values, as well as the additional property secured by the city, more than paid for the whole improvement. The Fire Department was reorganized by him, and he caused the erection in South Boston of the House of Industry and the House of Correction. During his second administration Mayor Quincy had the honor of entertaining General Lafayette, who was then a guest of the city.

After being five times re-elected, he was finally defeated, and retired from local politics. In 1829 he became president of Harvard, and resigned in 1845, at the age of seventy-three. He was a prolific writer upon historical subjects. Among his works are "History of Harvard University," "A History of the Boston Athenæum," a "Municipal History of the Town and City of Boston," and numerous historical monographs and biographies. Despite his great age he threw himself ardently into the anti-slavery controversy and the campaign to elect Lincoln. He died July 1, 1864, at the age of ninety-two.

HARRISON GRAY OTIS

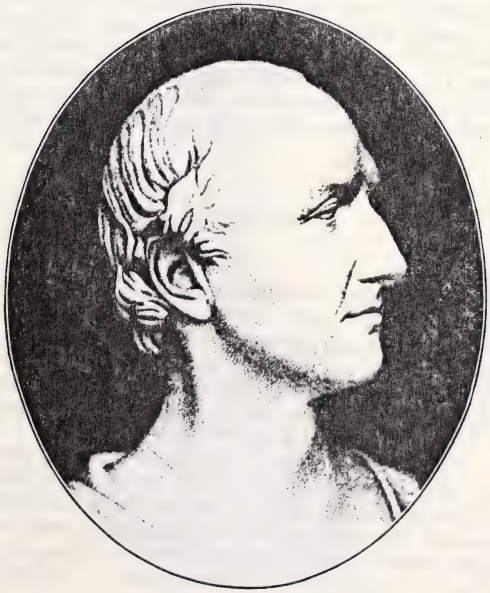
Third Mayor, 1829–30–31

The father of Harrison Gray Otis was Samuel Allyne Otis, and his mother was Elizabeth Gray, daughter of Harrison Gray, a Loyalist. Otis, who was born October 8, 1765, could remember standing at the window of his birthplace, which stood on the estate that adjoined the Revere House, and watching the British regulars march to Lexington.

In 1783, when but eighteen, he was a first-honor man at Harvard, and had already given evidence of brilliant oratory that was to give him such a prominent place in New England. He studied law with Judge Lowell, and was admitted to the bar. Each morning at a very early hour Benjamin Bussy, a merchant, on his way to open his store, noticed a pair of shoes posted at the window of Judge Lowell's office, and, led by his curiosity to learn who could be there, discovered young Otis at study. More curious to know if young Otis studied all night, Bussy went by one morning before daylight, and there were the shoes. He went in, and again found young Otis with his feet on the sill, who told him that the early morning was his favorite time for study. So impressed was the merchant that he straightway made young Otis his attorney.

In 1796 Otis succeeded Fisher Ames as Congressional representative from Suffolk County. He became one of the leaders of the Federalist party, and upon his retirement from Congress was active in local political affairs, serving as speaker of the Massachusetts House and also as pres-

Charles Wells



Theodore Lyman

ident of the Senate. In December, 1814, he was one of the delegates to the much-maligned "Hartford Convention," which met for the purpose of asking the Federal Government to allow Massachusetts and the neighboring states to assume their own defence and raise taxes for this purpose. He was appointed in 1814 judge of the newly established Boston Court of Common Pleas, and served until he resigned in 1818, having been elected in 1817 to the United States Senate. He was one of the great orators of his state. His wife, Sarah, was the daughter of William Foster.

His speech in reply to Pinckney on the Missouri Compromise was one of the great speeches of the debate. Upon his retirement from the Senate in 1823 he ran for the governorship, for which he had in 1816 declined a nomination, but was defeated. In 1829 he was elected mayor, and held office until 1831. He died October 28, 1848.

CHARLES WELLS

Fourth Mayor, 1832–33

Charles Wells, the fourth mayor, who was born December 30, 1786, was elected as a protest of the middle classes against what they thought was the high-handed and extravagant way in which Quincy and Otis had managed the city's affairs. He was a master builder, and was by training little fitted for public office. In the election held December 12, 1831, the three candidates, Charles Wells, Theodore Lyman, and William Sullivan, received respectively 1,800, 1,800, and 1,100 votes. At the second election, December 22, Mr. Wells was elected. Mr. Wells, who had previously been a member of the Common Council and Board of Aldermen, was a man of simple character, not much versed in public affairs. His two terms were uneventful excepting for the erection of the Court-house in Court Square, the extension of Broad, Commercial, and Tremont Streets, and the establishment of quarantine regulations, by which Boston was protected in 1832 from the cholera, then prevalent in the British Provinces. He died June 23, 1866.

THEODORE LYMAN

Fifth Mayor, 1834–35

Theodore Lyman, the son of a successful merchant, was born February 20, 1792, and was educated at Phillips Exeter Academy and at Harvard, graduating in the class of 1810. After leaving college, he went abroad, where he spent four years, a part of the time travelling with Edward Everett. He was in Paris when the allied armies entered the city, and has given a vivid account of the scenes in his book, "Three Weeks in Paris." He also wrote a book on "The Political State of Italy" and one on "Diplomacy of the United States with Foreign Nations."

He was fond of military science, and served for a time as a general of the Boston Brigade of Militia. His predilection, however, was for literary pursuits, although he gave some attention to politics. He became a member of the legislature, and in December, 1833, was chosen mayor, serving during 1834 and 1835. As only a small part of the city received

Samuel T. Armstrong

Samuel A. Eliot

water from Jamaica Pond through four main pipes of pitch-pine logs, one of his first acts was to call the attention of the Common Council to the need of bringing a steady supply of pure water to Boston. Colonel Loammi Baldwin, the distinguished civil engineer who had built the Milldam Driveway, reported that Farm Pond in Framingham and Long Pond in Natick were the most available sources, but nothing was done except to discuss the project until the administration of Josiah Quincy, Jr., in 1846.

During Lyman's administration the Ursuline Convent on Mount Benedict in Charlestown (now Somerville) was attacked and burned on the night of August 11, 1834, by a mob which had become incited by stories that nuns were locked in underground cells and that Protestant pupils were forced to become Catholics. The next day the mob which had collected was sent scurrying by the rumor that a horseman was galloping off to call the militia.

Mayor Lyman established the State Reform School at Westboro, and gave it $22,500 during his lifetime and $50,000 more in his will. At his suggestion a similar school for girls was begun at Lancaster. It was during Mr. Lyman's mayoralty that the Garrison mob gathered. A meeting of the female anti-slavery society was held on the afternoon of October 21, 1835, at the office of William Lloyd Garrison's *Liberator* at 46 Washington Street. As there was much feeling against abolition, a mob gathered, which the few constables were unable to handle, and Mayor Lyman went with more men. Garrison attempted to escape from the mob by a back window into Wilson's Lane, now Devonshire Street, but was seized by the mob and dragged as far as the old State House, a part of which was then used as a City Hall, where he was rescued by the police and taken into the building; Mayor Lyman shielding him with his own body from the mob. To save Garrison from the mob, Mayor Lyman placed him in the carriage and drove him to the jail, where he was locked up, ostensibly as a disturber of the peace, but he was released the next day. The mayor was subsequently much criticised for not providing proper police protection for Garrison in the beginning and for not calling out the militia instead of treating Garrison as a criminal. It is but fair to Mayor Lyman to say that Garrison consented to Mayor Lyman's action, and was very glad to escape the mob by going to jail.

Lyman's public life ended in 1836 with the election of Samuel T. Armstrong, and he spent the last of his life helping the criminal classes. He died July 18, 1849, a few days after he returned from Europe, where he had been travelling with his son. His wife had died some years before.

SAMUEL TURELL ARMSTRONG

Sixth Mayor, 1836

Samuel Turell Armstrong was born in Dorchester, April 29, 1784, his father being Captain John Armstrong. He learned the trade of a printer, and began business as printer and publisher with Joshua Belcher. One of their earliest productions was a literary work called "The Emerald." After the dissolution of his partnership with Belcher he set up a shop in

Charlestown, and there published the first number of the *Panoplist*, a monthly magazine relating to religious topics and missionary work.

In 1811 he moved to Boston, and opened at 50 Cornhill a store and publishing house, which became the mart of the religious literature for the orthodox churches. He took into the firm Uriel Crocker and Osmyn Brewster, his apprentices, and, though the general partnership was later dissolved, Armstrong was connected with the firm till his death. One of his publications in 1820 was Scott's Family Bible in six royal octavo volumes, one of the earliest instances of stereotyping on a large scale in America.

He was captain of the "Warren Phalanx" in Charlestown during the War of 1812, twice a representative of Boston in the legislature, once senator from Suffolk, lieutenant governor of Massachusetts for two terms under Governor Levi Lincoln and Governor John Davis, and in 1835 he was acting governor, Governor Davis having gone to the Senate. The principal events in Mayor Armstrong's administration were the erection of the gloomy iron fence that originally enclosed four sides of the Common, the extension of the Mall through the burial-ground on Boylston Street, and the completion of the Court-house in Court Square. He was a member of the Massachusetts Charitable Mechanic Association, and president in 1828 and 1829; and in 1845 he became a member of the New England Historic-Genealogical Society, and contributed generously to its foundation. His wife was Abigail Walker, the daughter of the Hon. Timothy Walker of Charlestown. He died March 26, 1850.

SAMUEL ATKINS ELIOT

Seventh Mayor, 1837–38–39

Samuel Atkins Eliot, who was the father of Charles W. Eliot, president emeritus of Harvard, came of a long line of distinguished ancestors, the first of whom to come to this country arrived in 1668. He was the son of Samuel and Catherine Atkins Eliot, and inherited from them a moderate fortune, which was increased by the estate brought him by his wife, who was a sister of Mayor Lyman.

He was born March 5, 1798, and graduated from Harvard in 1817 and from the Divinity School in 1820. Instead of entering the ministry, he spent three years studying languages and literature in Europe, and then devoted much of his time gratuitously to public service and charitable work.

He was much interested in the Prison Discipline Society, was first president of the Boston Academy of Music, under whose auspices Beethoven's Symphonies were first given in Boston. As a member of the School Committee, he introduced music into the public-school curriculum of Boston, which thus became the first American city to make music a part of the public instruction. He served on the Board of Aldermen and in the state legislature. Eliot was mayor at a time when Boston needed a strong hand to save the city from the worst element, which was getting control. His efforts to organize both the Police and Fire Departments were successful only so far as the Fire Department was concerned. This

department, having become a nuisance and a menace, as firemen received no compensation, but were allowed a certain amount for "refreshments," a hoodlum element was attracted which soon filled the fire companies and made them as prone to riot as to put out fires. A crisis was finally reached on June 11, 1837, when an Irish funeral "collided" with an engine company coming from a fire. A fire alarm brought out another company, and soon 15,000 people were engaged in the riot, houses were barricaded, blood was spilled, and finally peace was restored by the mayor's arrival at the head of 800 Lancers and Infantry. This resulted in the establishment of a paid force. He also created the first organized day police. Previous to this there was no day police, but a night watch only, consisting of 110 watchmen and 10 constables, who were on duty from 7 P.M. in the summer and 6 P.M. in the winter until sunrise. During his term of office a hospital for the insane was erected and opened in South Boston. He was elected to Congress in 1850 to fill out the unexpired term of Robert C. Winthrop. Although a friend of the negro, he voted for the fugitive slave law, believing that the only way to preserve the Union, prevent war, and help the negro, was to support the actual Constitution. Near the end of his life a firm in which he was a silent partner failed, and he gave up all his property to meet the debt. Returning to Cambridge in "honorable poverty," he spent his time writing and editing books. He died January 29, 1862, one of the most respected citizens of his day.

JONATHAN CHAPMAN

Eighth Mayor, 1840–41–42

Jonathan Chapman was born January 23, 1807, and was the son of Jonathan Chapman, who had been a selectman of Boston. Preparing for college at Phillips Academy, he was graduated at Harvard and studied law under Judge Lemuel Shaw, then went into politics, and was elected mayor in December, 1839, and held office for three years. As the city debt had nearly doubled in eighteen years, though there had been a proportionate increase in the value of the property owned by the city, Mayor Chapman recommended a reduction of the city debt as the chief aim of his administration.

In his inaugural speech in 1841 Chapman spoke of the great commercial importance to Boston of the establishment in 1840 of the Cunard Line between Boston and Liverpool, and the opening of the new Western Railroad to the Hudson River. The old County Court-house was made over for the City Hall, and was occupied March 18, 1841.

During his term of office he employed an extra police force to prosecute violations of the laws regarding liquor licenses. He was a brilliant speaker, and had considerable literary ability, contributing to the *North American Review* and other periodicals. He died May 25, 1848.

Jonathan Chapman

Martin Brimmer

MARTIN BRIMMER

Ninth Mayor, 1843–44

Mayor Brimmer was described as "a most amiable and upright character, a gentleman without reproach and a most useful citizen." He was born in Roxbury, June 8, 1793, the son of Martin and Sarah Brimmer; graduated from Harvard in 1814, where he was captain of the University Corps; and began business in the store of Theodore Lyman, Jr., but later went with Isaac Winslow & Co. on Long Wharf. He was alderman in 1838, and mayor two years.

He was interested in education, and at his own expense printed and distributed to every school in Massachusetts "The School and the Schoolmaster." Militia affairs also attracted his attention. He was ensign in the Third Regiment, Third Brigade, First Division, in 1815, 1816, and 1817, and lieutenant of the same in 1818. From 1819 to 1822, inclusive, he was captain of the Rangers, and brigade major under General Lyman from 1823 to 1826, inclusive.

He became captain of the Ancient and Honorable Artillery Company in 1826, and in 1845 commander of the reorganized Independent Corps of Cadets. Brimmer was elected mayor as the Whig candidate. He had made a study of the disciplining and construction of prisons, and made suggestions that were carried out when the new prison was erected on Charles Street. He believed in extending and beautifying the streets and public places, in giving careful attention to health and police matters, and in a liberal encouragement of charitable and literary institutions. His death occurred on April 25, 1847.

THOMAS ASPINWALL DAVIS

Tenth Mayor, 1845

Thomas Aspinwall Davis's ancestors were among the earliest settlers of Brookline, where he was born, December 11, 1798. He was educated in the public schools, learned the trade of a jeweller, and later became interested in politics, becoming the candidate for mayor of a new party called the "Native American Party" against Josiah Quincy, Jr., and Adam W. Thaxter, Jr. Quincy withdrew, and finally Davis was elected on the eighth ballot. The only project of importance during his administration was an effort to get a supply of city water from Long Pond, but it was defeated. Davis's health became so poor that he offered his resignation, which was not accepted and he continued to be the nominal mayor until he died, November 22, 1845. He bore an excellent character, but lacked the qualifications to make a successful administrator.

JOSIAH QUINCY, Jr.

Eleventh Mayor, 1846–47–48

Josiah Quincy, Jr., was another of Boston's great mayors. During his administration the city secured the Long Pond, or Cochituate, water supply. His father, Boston's second mayor, had urged the securing of city water for Boston from the Charles or Neponset Rivers. Josiah,

Thomas A. Davis

Josiah Quincy, Jr.

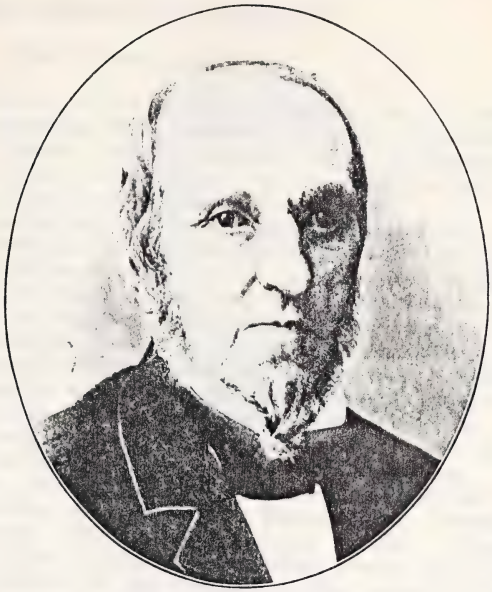
Jr., took up the project, and Loammi Baldwin, the eminent engineer, planned and constructed the Cochituate supply system, which cost $5,000,000, but brought water to every street in Boston. It was laughingly said of Quincy, the junior: "He has written his name in water, yet it will last forever. The people of Boston have never found him dry, and he has taken care that they never shall be so."

The mayor, aided by his father and the venerable John Quincy Adams, broke ground for the work at Long Pond, August 20, 1846. A banquet followed, at which the mayor suggested that, as the name Long Pond was without distinction, it should be changed to Cochituate, the Indian name. The suggestion was adopted, and so this source of supply has since been known as Cochituate. The tumult of one hundred guns and the ringing of all the church bells greeted the rising of the sun on the day of the opening of the supply, October 25, 1848. A procession marched to the Common, where children sang an ode written by James Russell Lowell. Mayor Quincy and Nathan Hale, chairman of the Water Commission, made speeches, and the citizens were asked if it was their pleasure that water should be introduced. After a great roar of affirmation a gate was thrown open, and a column of water six inches through leaped 80 feet into the air. Bells again rang, cannons were fired, and in the evening a display of fireworks occurred.

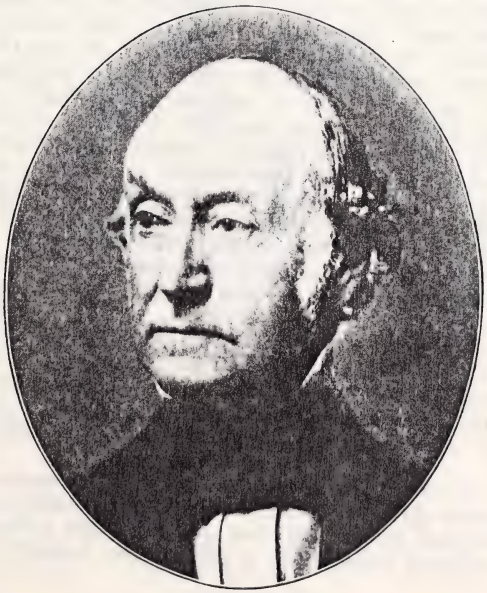
Quincy was born January 17, 1802, in Boston on Pearl Street, fitted for Harvard at Phillips Academy, Andover, and graduated from college in 1821. He read law with William Sullivan, and was admitted to the bar, and married Jane, the daughter of Samuel R. Miller. Military affairs early attracted his attention. In 1833 he was a member of the City Council, and from 1834 to 1837 its president. He became president of the Senate in 1842, and mayor of Boston in 1846. His veto, while chairman of the Board of Aldermen, of the liquor license showed great courage and elicited the admiration of his fellow-citizens.

Great financial ability was shown by him in handling the Western Railroad, and he also displayed much ability as treasurer of the Central Vermont. He was treasurer of the Boston Athenæum in 1837, and continued such for fifteen years. As chairman of the Building Committee of the Athenæum, he personally indorsed loans to a large amount to help in erecting the building on Beacon Street. Mr. Quincy presided February 2, 1842, at the public festival in honor of Charles Dickens.

"The mayor of the city of Salem sends his compliments to the mayor of the city of Boston, congratulating him on the new bond of union between the two cities," came over the telegraph wire when it was first stretched in December, 1847, between the two cities. Quincy replied, "The mayor of Boston reciprocates the compliment of the mayor of Salem, and rejoices that letters of light connect the metropolis with the birthplace of Bowditch." Mayor Quincy about this time remarked "that rum mixed with gunpowder was not the only means of inspiring courage," and "that men who stand alone are best fitted to stand together." During his administration the police were reorganized, and just before he retired from office he signed the contract for the erection of the new jail at the corner of Charles and Cambridge Streets. He died November 2, 1882.



John P. Bigelow



Benjamin Seaver

JOHN PRESCOTT BIGELOW

Twelfth Mayor, 1849–50–51

John Prescott Bigelow was the son of Timothy Bigelow, who for eleven years was speaker of the House of Representatives and was a grandson of Colonel Timothy Bigelow, the Revolutionary hero of Worcester. His birthplace was Groton, Mass., where he was born August 25, 1797. Bigelow entered Harvard, and graduated in 1815.

He was admitted to the bar in 1818. In 1824 he went abroad, where he spent some years. His wife died in 1847, and his son also was taken from him, and he turned to politics, in which he had early taken an interest.

He became a member of the Common Council for Ward 9, where he served nine years, being in 1832 and 1833 president of the council. He was one of those who worked the hardest to stay the cholera scourge which afflicted Boston. In 1828 the Whigs elected him to the House of Representatives of Massachusetts, to which he was re-elected with the exception of one year until 1836. He was prominent in the movement to reduce the number of membership (which was then over 700), was active on many committees, and took a leading part in railroad legislation.

From 1836 to 1843 he served as Secretary of State with marked ability, and then became a member of the Executive Council under Governor Briggs, serving four years. He was elected mayor in 1848. During his tenure of office the jail at Charles and Cambridge Streets was completed at a cost of $450,000. In the summer of 1849 Asiatic cholera caused the death of no less than 5,080 people out of a population of 130,000. An event that was fraught with much trouble for Mayor Bigelow was a meeting in 1850 at Faneuil Hall to congratulate George Thompson, the abolitionist, upon his arrival in this country. Cheers for Daniel Webster, Jenny Lind, and the Union, which the police, acting under instructions from Mayor Bigelow, did nothing to stop, broke up the meeting. The next year the Board of Aldermen declined to allow the use of Faneuil Hall for a reception to Daniel Webster, because of the fear of a disturbance. Webster and his friends were furious, and when the Common Council, with the concurrence of the mayor, later sent a committee to wait upon Webster at the Revere House and "tender him in the name of the City Council an invitation to meet and address his fellow-citizens in Faneuil Hall," Webster curtly replied it was not convenient for him to accept. At the next election the mayor and council were all retired to private life.

In 1851, the last term of Bigelow, every section of Boston was supplied with pure water at a cost of $4,321,000, the new almshouse was built on Deer Island, a system of telegraphic fire alarms invented by Dr. William F. Channing was installed, and the great pageant was held to celebrate the completion of the railroads between Boston and Canada and the Great Lakes.

On Mayor Bigelow's retirement a number of friends wished to show him their appreciation by presenting him with a silver vase. He asked that the money be given to the Public Library, and this was the first gift the library received. Mr. Bigelow became one of its Board of Trustees. He died July 4, 1872.

Jerome V. C. Smith

Alexander H. Rice

BENJAMIN SEAVER

Thirteenth Mayor, 1852–53

Benjamin Seaver was born April 12, 1795, was educated in the Roxbury Grammar School, and at the time of his election was an auctioneer. He was supported by Marshal Francis Tukey, who directed his men to work for him, but this did not prevent Seaver from removing Tukey from office, when Tukey criticised changes Seaver made. Seaver ran for mayor a third time, but was defeated by Mayor Smith. He died February 14, 1856.

During Seaver's administration it was voted to erect a building for the Boston Public Library, and in December, 1853, a revision of the city charter was proposed. An act was also passed prohibiting the burial, except in certain cases, of people within the city limits. The administration was marked by efficiency and economy, as it was felt that the previous administration had put the city to great expense.

JEROME VAN CROWNINSHIELD SMITH

Fourteenth Mayor, 1854–55

Mayor Smith was an eminent practitioner of medicine as well as a littérateur of considerable ability. He was born July 20, 1800, at Conway, N.H., where his father practised medicine. After an A.M. degree, Smith secured also an M.D. from Williams College. He studied surgery under Dr. William Ingalls, an eminent surgeon of Boston, and as a pastime took up sculpture, executing the busts of Bishop Fitzpatrick, Hon. Marshall P. Wilder, Bishop Eastburn, and others.

He became editor of the Boston *Medical Intelligencer*, later known as Boston *Medical and Surgical Journal*, editing more than forty volumes thereof, and also made authoritative notes to an edition of Cooper's "Surgery." He edited the Boston *Weekly News Letter*, and was the author of a treatise on the culture of the honey-bee and a history of the American Indian.

His first public office was in 1826, when he became port physician. In 1837 he was elected to the state legislature, and put through a capitation tax on foreigners arriving at any port in Massachusetts, the money being used to care for poor and sick immigrants. The law was finally declared unconstitutional by the United States Supreme Court. Dr. Smith served on the School Committee and also as a justice of the peace. In 1848 he was re-elected to the legislature, and was a candidate for mayor in 1852, and was finally elected in 1854. While in office, he advocated the introduction of pure water at city expense. Dr. Smith made many suggestions for the improvement of the city's government, though, fortunately for the city's credit, few of them were carried out. He recommended the sale of Quincy Market to private individuals; the erection of an insane asylum on Deer Island; the erection of a tall tower on Beacon Hill for the use of the Fire Telegraph and Fire Department offices; a forced sale of city land in order to promote the erection of build-

Frederick W. Lincoln, Jr.

Joseph M. Wightman

ings. He also advocated the appointment of a physician in each ward to serve the poor and to be paid by the city. His administration was not marked by any great achievement. His death occurred August 21, 1879.

ALEXANDER HAMILTON RICE

Fifteenth Mayor, 1856–57

Alexander Hamilton Rice was born August 30, 1818, at Newton Lower Falls, where his father was a paper manufacturer. He was educated in the Newton public schools, and entered the paper and publishing business. Acquiring a taste for literature, he went to Union College at Schenectady, and then went into business again, becoming a prominent paper manufacturer and dealer. Public affairs early attracted his attention. He held many offices, serving as a member of the Boston School Committee, Board of Public Institutions, Common Council, president of the Board of Trade, and as first Republican mayor of Boston. During his term as mayor the Back Bay was developed, the City Hospital started, and the Boston Public Library dedicated on Boylston Street. His speeches were brilliant efforts, particularly the ones at the unveiling of Washington's statue in the Boston Public Garden, of the Sumner and Farragut statues, and at the opening of the Marine Park in South Boston. During his second term Devonshire Street was laid out from Milk to Franklin, and Winthrop Square was opened.

Although he gave the preference to members of his own party in his appointments as mayor, he acted quite independently of party lines in retaining every faithful and competent official he found in office. He reorganized the police system and consolidated the boards of government of public institutions. He went to Congress in 1859, serving in the 36th, 37th, 38th, and 39th Congresses, and in 1867 declined a renomination. He took an active part in the reconstruction of the Union, served on the Committees on the District of Columbia, the Pacific Railroad, and Naval Affairs, one of his duties at the beginning of the Civil War being to collect the widely scattered navy. He made an elaborate report on the use of steam machinery in the navy, and carried its adoption in the face of much opposition.

From 1876 to 1878 Rice was governor of Massachusetts. He interested himself in education and in the state institutions for correction, reform, lunacy, and charity. He received while governor the degree of LL.D. from Harvard. He was a trustee of the Massachusetts Institute of Technology and of the Museum of Fine Arts. He died July 22, 1895.

FREDERICK WALKER LINCOLN, Jr.

Sixteenth Mayor, 1858–59–60, 1863–64–65–66

Frederick Walker Lincoln, Jr., was born in Boston, February 27, 1817, and was educated at public and private schools, learned the trade of a maker of mathematical instruments, and soon rose to be a prominent business man. He was a member of the lower house of the legislature in 1847–48, and was a delegate in 1853 to the Constitutional Convention.

When he attempted, during his first term as mayor, to uniform the police, the violent opposition which it engendered charged that he was copying the "liveried servants" of the Old World. On the other hand, his supporters said they had difficulty in finding a policeman in citizen's clothes, and welcomed the change which would make the policemen more conspicuous. It was Lincoln's practice to go about the city at night, often disguised, visiting saloons and gambling houses to learn if the laws were enforced. He was one of the first to perceive the need of the government taking steps to preserve Boston Harbor, and his efforts in this direction bore fruit in 1859 in obtaining the co-operation of the United States government. In the same year plans for the improvement of the Public Garden were completed, but Lincoln's project of preserving the Back Bay as an open space was defeated.

The slavery question was the most troublesome one during his administration. On December 3, 1860, occurred a collision between the abolitionists and the supporters of slavery. At a meeting held in Tremont Temple for the commemoration of the execution of John Brown and to consider the question of how American slavery could be abolished, pro-slavery men seized the hall, which was not protected by the authorities, and after filling it passed resolutions denouncing John Brown. The mayor had the hall cleared, and later an anti-slavery meeting was held in a colored church. Incipient riots followed, which the police, with a reserve of cavalry, speedily quelled. The conscript riots against drafting followed. Some women attacked a draft officer near the Boston Gas Light Company, and a mob collected, which surrounded the police station and the Armory. Firearms were stolen from a shop, and for a time there was a riot at Dock Square. Lincoln called out all the soldiers, and the trouble was stopped. During his administration the City Council gained the right to widen, lay out, and grade streets, and to assess abutters for the improvements. The Soldiers and Sailors Monument on the Common was erected, free public baths were started, Fort Hill was removed and the material used in filling the Back Bay, the new City Hall was first occupied, and steps were taken to construct the Chestnut Hill Reservoir during Mayor Lincoln's administration. As too much money had been spent by the city on junkets, street widening, new buildings, for the straitened war times, Lincoln was re-elected in 1863 to cut down expenses.

After his retirement he continued to serve the city on such boards as Overseers of the Poor and Harbor Commissioners, and was one of the Relief Committee after the Boston Fire. He died September 13, 1898.

JOSEPH MILNER WIGHTMAN

Seventeenth Mayor, 1861–62

Joseph Milner Wightman, who was born in Boston, October 19, 1812, of English parents, was apprenticed to a machinist, took up mathematics, physics, and engineering in his spare time, and finally became a manufacturer of surgical instruments. The discussion about a city water supply enlisted his service, and led him to enter politics. He was on the School Committee for ten years, 1845–49 and from 1856–59 on the Board of Aldermen. The refusal of Moses Kimball to give the old line

and Webster Whigs the use of Faneuil Hall for a Webster meeting resulted in his defeat for the mayoralty and the election of Wightman. Wightman showed no judgment in declining to allow anti-slavery agitators to hold a meeting in Tremont Hall. As the anti-slavery agitators feared that under Wightman, a Democrat, they would be deprived of free speech, they introduced a measure into the State Senate to give the state control of the police, which was eventually defeated. While action was pending on the measure, a meeting of anti-slavery advocates was held in Faneuil Hall, but the thirty police present made no effort to maintain order, and the meeting was soon interrupted by groans and hisses. At the request of the trustees of the building, who feared it would be injured, the mayor had the galleries cleared, but the trouble broke out again, and the meeting decided to adjourn until evening, when admission would be by ticket. When some of the disturbers said they would remain until evening, the mayor had the building cleared and refused to allow the evening meeting.

He was very successful in supplying money for the expenses of fitting out soldiers and in providing for their subsistence. He also arranged so that the soldiers' pay could be remitted through him to their families. He laid the corner-stone of the new City Hall, December 23, 1862. Enthusiasm and energy were his in abundance, but he was a man of poor judgment. His death occurred January 28, 1885.

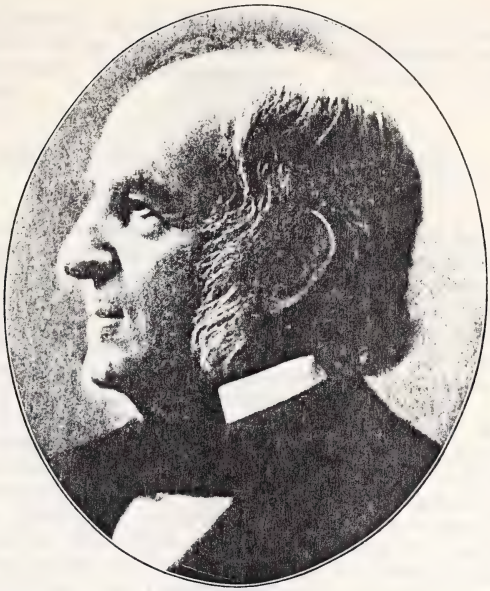
OTIS NORCROSS

Eighteenth Mayor, 1867

Otis Norcross was one of the few mayors who could truthfully say that during his connection with city affairs he never used a dollar of city money for his own use, never sold the city a dollar's worth of merchandise, never made a contract with the city directly or indirectly, and never put a friend or relative into office of any kind. He was born in the North End, November 2, 1811, studied at Miss Davenport's School and then at Abel Whitney's School. He later went to the English High School, and at fourteen became an apprentice in his father's firm, Otis Norcross & Co., crockery dealers. His father died in 1827, and the son became a partner, retiring from business in 1867.

In 1871 he was one of the Boston Committee to relieve the Chicago fire sufferers; and in 1872, while the Boston Fire was raging, he was made treasurer of the Relief Committee.

While a member of the Water Board in 1865, he helped in promoting the construction of the Chestnut Hill Reservoir. During his term as mayor, Roxbury was annexed. He welcomed President Johnson and General Sheridan as guests of the city, vetoed an order of the City Council for building an insane hospital at Winthrop, and was a member of a commission which selected a site for the new post-office. His failure to receive the customary second term was due to the stiffness of his virtue, for he was not pliable enough to suit the politicians. He was one of the commission in 1873 for a new charter, which was not adopted. He was one of the original members of the Union Club, life member of the Boston



Otis Norcross

Nathaniel B. Shurtleff

Natural History Society, on the Board of Trustees of the Institute of Technology, member of the New England Historic-Genealogical Society, and a member of many other organizations. His death occurred on September 5, 1882.

NATHANIEL BRADSTREET SHURTLEFF

Nineteenth Mayor, 1868–69–70

Shurtleff is more known for his antiquarian labors than for his work as mayor, although during his mayoralty many new streets and much territory were added to Boston. He was born in Boston, June 29, 1810, his father, Benjamin Shurtleff, being a physician. He was educated in the Boston public schools, the Round Hill School, and at Harvard and the Harvard Medical School, where he became a medical demonstrator, and later succeeded to his father's large practice. He was elected mayor, December 9, 1867, on the Democratic ticket.

He was not a good judge of human nature, knew little of the proper method of government, and, therefore, was not much of a success as a mayor. While he was in office, Atlantic Avenue was laid out along the line of the old Barricado, which connected the North Battery with the South, or Sconce, Broadway in South Boston was extended, Federal Street was widened, the East Boston ferries were taken over by the city, and Dorchester was added to Boston. During his term the power to lay out streets was taken from the Board of Aldermen and given to the Street Commissioners. He died October 17, 1874.

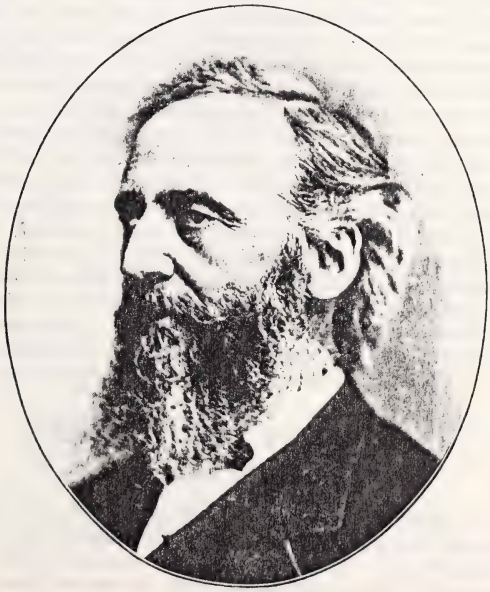
He was the author of "A Topographical and Historical Description of Boston," and he edited the Massachusetts Colony Records and the New Plymouth Colony Records. He held many degrees, was a member of many historical societies, and was a member and secretary of the Board of Overseers of Harvard.

WILLIAM GASTON

Twentieth Mayor, 1871–72

William Gaston was one of Boston's potent forces at a time when strong men were needed at the helm of administration; nor can we wonder he was of a forceful character, when we learn that in his veins flowed the blood of the French Huguenots, a strain of the "Mayflower" Pilgrims, and also the blood of one of the followers of Roger Williams. One of his ancestors was Jean Gaston, a French Huguenot who, banished from France in the seventeenth century, sought refuge in Scotland, whence his sons in turn were driven by religious persecution, and found refuge in the north of Ireland. John Gaston, one of their descendants and the great-grandfather of Mayor Gaston, joined the Separatist colony in America, and was a freeman of Voluntown when the town was organized in 1736–37. It is said that he originally landed at Marblehead, Mass. Alexander Gaston, the mayor's father (whose brother, William Gaston, was afterward United States Senator from North Carolina), had as second wife Kezia Arnold, of Brownville, R.I., and lived at Killingly, Conn., where their child, William Gaston, was born, October 3, 1820. William, whose

William Gaston



Henry L. Pierce

family crest was an owl, the bird of wisdom, studied at Plainfield Academy, and entered Brown University when he was but fifteen. As a boy, he was active in all outdoor sports, yet eager and persistent in the pursuit of knowledge. He graduated with honors in 1840, and went to Boston, where he entered the law office of Judge Francis Hillard, of Roxbury. Completing his law course under Benjamin R. Curtis, later the justice of the United States Supreme Court who dissented from the Dred Scott decision, Gaston was admitted to the bar in 1844, began practice at Roxbury, and soon rose to be a leader of the Suffolk bar, where he was long noted as one of the ablest cross-examiners and jury lawyers.

He had tact, talent, magnetism, earnestness, integrity, and tireless energy. His first public office was city solicitor of Roxbury, and he had served five years when he was elected by the Whigs to the legislature, and was re-elected in 1854 and in 1856. In 1861–62, after a brief retirement to private life, he was elected mayor of Roxbury. At the outbreak of the war he was most active in raising volunteers for the Union armies, and in 1862, after his election as mayor of Roxbury, he made a speech before the City Council in which he said:—

"The duties of every citizen are now a hundred-fold greater than in times of peace. Patriotism can now find no excuse in lethargy or in inaction. A man, to be worth anything, must be awake, decided, and energetic. He who slumbers had better be dead. He who doubts had better be a traitor, for open treason is better than dead patriotism. The courage which rises with every obstacle is the courage which prevails."

Often during the war he was at the front, visiting hospitals in search of Roxbury soldiers and bringing home news and messages to their friends. In 1868 he was elected to the State Senate, and was a conspicuous leader of the Democracy. He served as one of the commissioners for the union of Roxbury and Boston, and in 1871 was elected mayor of Boston, and served during 1871 and 1872. At the time of the Great Fire he ordered a number of buildings in the path of the fire blown up, in order to save the city, and was urged by the citizens to blow up more. Later he was glad that he did not accede to their requests, for he was sued personally by some of the citizens whose buildings he had demolished. In 1875 he was chosen governor of the Commonwealth, and was the first Democrat to hold the office after the formation of the Republican party. Upon becoming governor, he gave up entirely his legal practice, so that, when he again retired to private life, he had to build up his practice again, but he soon became one of the leaders of the bar, and was always a figure of state-wide prominence. Both Harvard and Brown gave him the degree of LL.D., which is said to have given him greater gratification than all his political honors. He died on January 19, 1894.

HENRY LILLIE PIERCE

Twenty-first Mayor, 1873 and 1878

To Henry Lillie Pierce belongs the distinction of building up a small chocolate mill into the largest of its kind in America and having made the name Walter Baker known all over the world. The original chocolate mill was on the Dorchester side of the Neponset River, on the site

of what was called the Lower Mills. Here, according to the best information, the manufacture of chocolate was begun in America in 1765 by an Irish emigrant, "John Hannan." He wandered one day into the little saw-mill which stood on the Neponset, and asserted that he had learned in London a way to make a new kind of chocolate, and, if he could use a corner of the mill and a little water power, he could build up a good business. A part of the mill was set aside for his use, and he started the business, which later came into the possession of Dr. James Baker, then went to his son Edmund Baker, his grandson Walter Baker, and finally was acquired by his grandson's half-nephew, Henry L. Pierce. At the time that Pierce assumed control the business was profitable, but very small. At the end of forty-two years (1854–96) it had grown under Pierce's wise management to be the largest manufactory of its kind on the continent. As he always paid his employees well and treated them kindly, no labor troubles ever disturbed his work.

Pierce was born August 23, 1825, at Stoughton. His father was an austere New England Methodist, and his mother was a strong-minded, out-spoken woman of pronounced prejudices. The son went to the various town schools and later to the Normal School.

Pierce later went to work at $3 a week in the mill of his mother's half-brother, Walter Baker. He and his half-uncle did not agree politically, and the friction became such that in a year Baker left and went West, where he vainly tried to get employment. He finally went back to his uncle's chocolate mill, and was put in charge of the Boston counting-room, just opened. Mr. Baker died in 1852, and his partner, Sidney B. Williams, in 1854. After prolonged negotiations the trustees of the Baker estate leased the chocolate plant to Mr. Pierce, and he was so successful that in 1884 the trustees conveyed the property to him.

Mr. Pierce early became interested in political subjects, upon which he spoke and wrote. He was an ardent supporter of the Free Soil party, from which sprang Republicanism. Pierce helped to organize the straight Republican party as a protest against those Republicans who had coalesced with the "Know-nothing" party, which swept the state in 1854. In 1857 he was nominated treasurer and receiver-general of the party. He was sent in 1859 from Dorchester to the General Court, and served in 1860–61–62, becoming the leader of the Radical Republicans who opposed any concessions to the slaveholders.

In 1869 he became a member of the Boston Board of Aldermen, as the first representative from the Dorchester section. The failure of the city authorities to check the small-pox epidemic, as well as their want of executive ability at the time of the Great Fire in 1872, led the business men to ask Mr. Pierce to run for mayor as non-partisan candidate, and he was elected by a close vote.

He established a small-pox hospital, and effected the reorganization of the Health and Fire Departments. Mr. Pierce successfully urged a commission to revise the city charter, and the opening of the Public Library Reading-room on Sunday. He was elected to Congress in November, 1873, and on the 1st of December resigned as mayor. In response to a petition he again ran for mayor, and was elected. One of his principal acts was to reorganize the Police Department on an efficient basis.

He was active in 1881 in the formation of the Massachusetts Tariff Reform League, of which Charles Francis Adams, Jr., became president. His eyes began to fail him during his last years, and he was advised by his physicians to be outdoors as much as possible. As he was very fond of the water, he spent much time on his yacht, cruising along the coast and crossing the Atlantic no less than thirty-five times, visiting every place worth while in Europe. He finally caught cold on a trip to Chicago, was stricken with paralysis, and died September 17, 1896.

SAMUEL CROCKER COBB

Twenty-second Mayor, 1874–75–76

Samuel Crocker Cobb was long one of the merchants who carried on a foreign trade with Europe and South America. He was born at Taunton, May 22, 1826, and prepared for Harvard at Bristol Academy, Taunton, a school founded by his grandfather. But he was obliged to go to work when about sixteen as a clerk with A. & C. Cunningham, foreign shipping merchants at 15 Rowe's Wharf. In 1847 he went into business with J. Henry Cunningham, his friend and fellow-clerk, under the name of Cunningham & Cobb. He was an alderman for Roxbury in 1860, and, when Roxbury was annexed, became a member of the Boston Board of Aldermen.

At a meeting of the citizens November 11, 1873, he was nominated for mayor, and was elected by 19,191 votes. So great was the demand for his renomination that he again ran, and was elected unanimously; and again he was elected in 1875. As the annexation of Charlestown, West Roxbury, and Brighton had added forty-four thousand inhabitants to Boston, Mayor Cobb supported heartily the revision of the charter by the commission which had been appointed by Mayor Pierce. The recommendation of the commission was not adopted, but many of the provisions they suggested were afterward incorporated in special laws. He recommended the petition to the General Court for organizing the present system of public parks, established a paid Water Board, and helped to pass an act limiting the indebtedness of municipalities. After he retired from office he had many public and private trusts, and was a director in many institutions. At the time of his death, February 18, 1891, he was president of the Massachusetts Society of the Cincinnati.

FREDERICK OCTAVIUS PRINCE

Twenty-third Mayor, 1877–79–80–81

Frederick Octavius Prince, who was noted primarily for his eloquent speeches, had a long line of ancestors who were more or less prominent in Boston. He could trace his line back to 1584, when John Prince, rector of East Sheffield, Berkshire, England, owned the estate called Abbey Foregate. Elder John Prince, of Hull, came to this country in 1633, and his grandson, Thomas Prince, who graduated from Harvard in 1707, was co-pastor of the Old South Church. Mayor Prince was born January 18, 1818. He fitted for college at the Boston Latin School, and

Samuel C. Cobb

Frederick O. Prince

was Class Poet at Harvard. He studied law, and became a member of the legislature for Winchester, serving in 1851, 1852, 1853, attaining great popularity by his speeches on reform. In 1854 he was a member of the Constitutional Convention and also of the State Senate. He attended many Democratic national conventions. He was elected mayor by the Democrats, and was economical during the first half of his administration, but later sunk much money on the East Boston ferries. He adopted the Public Park scheme, improved the sewage system, and was instrumental in building the English and Latin High School buildings.

He had tact, sagacity, and energy, but was often unable to make party and civic interests meet. He died June 6, 1899.

SAMUEL ABBOTT GREEN

Twenty-fourth Mayor, 1882

Dr. Samuel Abbott Green, who enjoys the distinction of being Boston's oldest ex-mayor, and now holds the position of librarian and vice-president of the Massachusetts Historical Society, was born in Groton, March 16, 1830. His ancestors came here in 1636. He was educated at Groton Academy, now Lawrence Academy, and at Harvard. After four years' study abroad in some of the best hospitals, he returned to Boston and began the practice of medicine. He became in 1858 surgeon of the Second Massachusetts Militia Regiment, and went to the front at the outbreak of the War, where he served with distinction in his chosen profession. He planned the cemetery on Roanoke Island, one of the first cemeteries for soldiers who fell in the Civil War, and had charge of the hospital ship "Recruit" on the Burnside expedition to Roanoke Island. His official connection with the city of his adoption extends over many years and covers a wide range of activities.

In 1860–62 he was a member of the School Board and again in 1865–72, when he was also superintendent of the Boston Dispensary. From 1868–78 he was trustee of the Boston Public Library, and acting librarian from 1877 to 1878. He was the giver of the Franklin collection of books and engravings now in the Public Library, city physician 1871–82, and was in the last part of 1881 elected mayor as a candidate of the Citizens and Republican parties. During his administration, politicians found that it did not pay to lounge in the corridors of the City Hall. The Police Commissioners were removed, and receipts from liquor licenses increased by over $22,000. In a paper advocating his re-election it was said:—

"For ten years city physician, he has probably a more intimate knowledge of the poor and a firmer hold upon their heart-strings than any man in the community. His home is, and has been for a long period, in Kneeland Street, and there, in the very midst of the suffering classes, he has been ever ready to listen to any tale of sorrow or discouragement and any request for counsel or comfort from the lips of the needy."

When the Prince of Wales, later Edward VII. of England, visited Boston, he was shown over the rooms of the Massachusetts Historical Society where Dr. Green was librarian. The Prince was much inter-

Samuel A. Green

Albert Palmer

ested in John Winthrop's History of New England and Washington's epaulets. The date of the visit happened to be the anniversary of the surrender of Cornwallis.

Ex-Mayor Green lived in Kneeland Street and on Harrison Avenue for over half a century.

ALBERT PALMER

Twenty-fifth Mayor, 1883

Albert Palmer was wholly a self-made man. He was the son of a small farmer of Candia, N.H., where he was born, January 17, 1831, and where in the intervals of work he obtained what elementary education he could. When he was but fourteen years old, he taught school to get the means with which to go to Phillips Academy, Exeter, and when he was twenty-three entered Dartmouth, where he graduated second in his class. He taught school in West Cambridge and in the Boston Latin School. He organized the Jamaica Pond Ice Company, which was a great financial success, and he served for many years as its treasurer, and later as president. Becoming interested in politics, he was elected in 1872 to the House of Representatives, serving until 1874, inclusive, acting as the chairman of the Joint Committee on Railroads. He was in the State Senate from 1875 to 1880, and for a time was chairman of the Committee on Federal Relations. He left the Republican party in 1879, and became a Democrat and a follower of General Butler. He was defeated for mayor in 1882 by Dr. Samuel A. Green, but was elected the following year. Through his efforts Franklin Park was laid out. He died May 21, 1887.

AUGUSTUS PEARL MARTIN

Twenty-sixth Mayor, 1884

General Martin was born November 23, 1835, in Piscataqua, Me., and was brought to Boston early in life. He attended the public and private schools, and then engaged in the leather trade. He enlisted in the army at the outbreak of the Civil War, and his bravery in leading a battery to the top of "Little Round Top" helped greatly in achieving the Union victory. He was chief marshal at the dedication of the Army and Navy Monument and at the two hundred and fiftieth anniversary of Boston. After much urging he became, in 1883, the Citizens and Republican candidate for mayor, and gave the city "a plain, practical, resolute, and honest government." He was made chairman of the Board of Police under Greenhalge, to rid the city of crime and to enforce the laws. His enemies brought charges against him, but the council did not sustain them. At the time of his death, on March 13, 1902, he was water commissioner.

Augustus P. Martin

Hugh O'Brien

HUGH O'BRIEN

Twenty-seventh Mayor, 1885–86–87–88

Hugh O'Brien was born in Ireland, July 13, 1827, and came to this country while a child. He went to the public schools, but left at twelve to earn his living in newspaper work and publishing, and later entered politics, where he served almost continuously from 1875 to 1883 on the Board of Aldermen. He was a strong advocate of public parks, and a powerful argument of his caused the city to acquire the Franklin Park lands in West Roxbury, Back Bay lands, and the large tract at City Point. Always a champion of the laboring classes, he was most potent in passing ordinances regulating the pay of men working for city contractors. He endeavored to limit the municipal expenditures, so that the amount to be raised by taxes would be greatly decreased. During his four terms as mayor he showed great decision in making the necessary changes in offices and in controlling the expenses made by changes in business methods. After retiring from the mayoralty, he was appointed by Mayor Matthews to the Board of Survey for plotting streets. He died August 1, 1895.

THOMAS NORTON HART

Twenty-eighth Mayor, 1889–90, 1900–01

Thomas Norton Hart was born in Reading, January 20, 1829, and after a country school education came to Boston, a penniless boy, to seek his fortune. He acquired a competency in mercantile business, and became president of the Mount Vernon National Bank. In 1879 to 1881 he was a member of the Common Council, and in 1882, 1885, and 1886 a member of the Board of Aldermen, and was four times defeated for mayor and three times elected. As alderman, he opposed the granting of a franchise to the Bay State Gas Company "to enter the streets of Boston for the sole purpose of making money." While mayor, he attended strictly to his duty, seeing that the streets were swept, the city finances were put into systematic shape. He opposed the extinction of the City Council in 1897, and also acts of the legislature which allowed the city to incur further debts, believing, however, that money should be spent for necessary work, such as paving streets, sewers, water department needs, and schools. Thinking that business should come before sentiment and ornament, he fought excessive expenditures for parks. He advocated building a subway, but not with city funds. He is at the time of writing still living.

NATHAN MATTHEWS, Jr.

Twenty-ninth Mayor, 1891–92–93–94

Nathan Matthews, Jr., was a native of Boston, and was born March 28, 1854, and is still living. He was educated at Harvard, in Germany, and received from the Harvard Law School a LL.D. He has been a lecturer on municipal government at Harvard. Entering politics early in life as a Democrat, he was elected mayor four times, receiving at his second election the largest majority given any mayor up to that

Thomas N. Hart

Nathan Matthews, Jr.

time and with one exception the largest ever given. He opposed Mayor Hart's suggestion that the tax and debt limits be increased, and during his terms of office stood for economy and efficiency in the management of public affairs. He reduced the number of executive departments, brought the street departments into closer relations, thereby effecting greater economy, systematized street cleaning, brought the ferries under one head, and wire inspectors under the Fire Department. Many schoolhouses were erected, and the Tremont Street subway built. His whole course as mayor was opposed to laxity or corruption in city management. He was first chairman of the Boston Finance Commission in 1907–09.

EDWIN UPTON CURTIS

Thirtieth Mayor, 1895

Edwin Upton Curtis was born March 26, 1861, in Roxbury. His father, an ex-alderman of Boston, was one of the picturesque characters of the city, always wearing a blue coat with brass buttons. Mr. Curtis graduated at Bowdoin College, and was admitted to the bar. Early entering politics, he held many offices, serving as city clerk of Boston, secretary of the Republican City Committee, mayor of Boston, Assistant United States Treasurer at Boston, Collector of Customs for the Port of Boston, and also as member of the Metropolitan Park Commission.

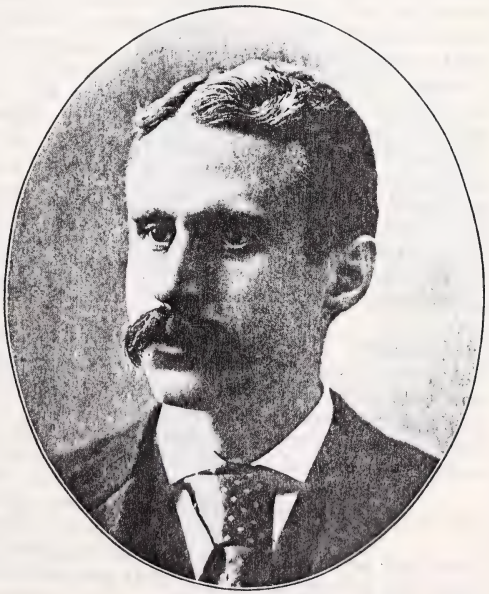
In his inaugural he advocated the importance of special financial provision for educational buildings and facilities, the desirability of a Board of Election Commissioners, the policy of having special examinations of the city's financial system and resources, and making provision for public parks and other needs. All election machinery was placed in the control of a Board of Election Commissioners, composed of four men, two from each great political party. His whole administration was characterized by a regulation of expense. He is still living.

JOSIAH QUINCY

Thirty-first Mayor, 1896–97–98–99

Josiah Quincy, the last of Boston's famous Quincys, was born October 15, 1859, at Quincy, the son of Josiah Phillips Quincy and Helen F. Quincy, and is living. Graduating at Harvard in 1880, he was admitted to the bar in 1884, and became a member of the Massachusetts House of Representatives in 1887, serving 1888, 1890, and 1891. He was chairman of the Democratic State Committee in 1891–92 and again in 1906. In 1893 he was First Assistant Secretary of State for six months under Grover Cleveland. Quincy, who had been an effective speaker in the state campaign of 1895, was elected mayor in that year and served the first two years' term, the election to the office having been annual. In 1897 he was re-elected, and served until January, 1900. He appointed an advisory board of leading business men to act with him in matters of business, taxes, and finance affecting the municipality. His administration was marked by the erection of the South Union Station, uniting

Edwin U. Curtis



Josiah Quincy

the terminals of the various railroads entering the city from the South and West; was especially interested in the system of public baths, gymnasia, and playgrounds, which have grown to large dimensions in Boston, and in other progressive measures for the benefit of the masses of the people.

He is a member of the Union Club, the Society of Colonial Wars, Loyal Legion, the City Clubs of Boston and New York, and various other organizations. He has been since 1906 a member of the Boston Rapid Transit Commission.

PATRICK ANDREW COLLINS

Thirty-second Mayor, 1902–03–04–05

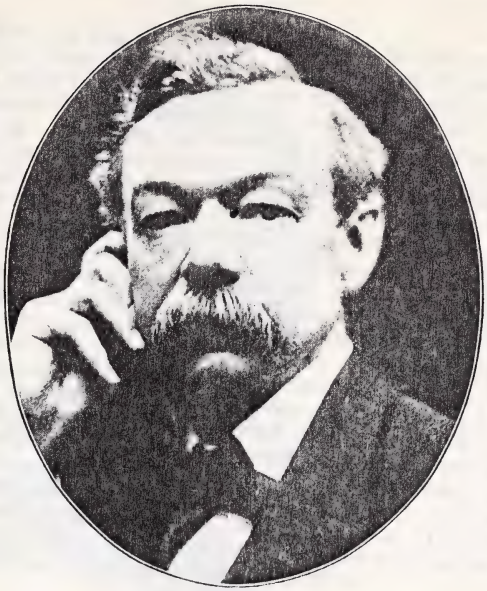
General Collins was one of Boston's greatest Irishmen, and was respected by the "blue stocking" element as much as by his own race. He was born at Ballina Fauna, Ireland, March 12, 1844, where his father was a respected farmer, who was often called to settle disputes among his neighbors and was an ardent supporter of Irish liberty and rights, so that Mayor Collins as a child was imbued with devotion to Irish freedom.

The Collins family came to America, and finally settled in Chelsea, where Collins attended school and passed some unhappy years, as the Know-nothing movement at this time, 1848, was at its height. He was persecuted as Irish and a Catholic by his schoolmates. During one of the Know-nothing riots Collins's arm was broken. After leaving school, he worked in a fish market. Through the influence of Robert Morris, the first colored lawyer, who took a great interest in the boy, Collins was filled with a desire for an education. His mother went to Ohio in 1857, and Collins tried to earn a living in many ways, working as a miner, a carter, and an upholsterer. He wished to become a machinist, but was not physically strong enough. He finally returned to South Boston, where he worked at his trade, soon becoming the highest-paid journeyman, and working in Boston, to which he walked every day, going back in the evening for his supper. After supper he returned to Boston to spend the evening studying in the Public Library, and at the close of his evenings reading Greek, Roman, French, and English history, fiction, and poetry. Having a remarkable memory, he stored his mind with facts, which he was afterwards able to use to great advantage in his public career.

He finally saved money enough to study law, first with James Keith, a Democrat and a fine lawyer of the old school, and later took a degree at Harvard Law School. When he opened his office, the first case was brought to him by Leopold Morse, who ever took pleasure in bringing opportunity to others. In 1867, when he was but twenty-three, he captivated an audience at a political meeting he chanced to attend, and was made a delegate to the party convention.

His support of the Fenian movement brought upon him the disapproval of the Catholic clergy, who sharply criticised him.

He was a member of the legislature in 1868 and 1869, and of the State Senate in 1870 and 1871, where he was then the youngest man who had ever become a member, and was chairman of the Harbor and Land



Patrick A. Collins

Daniel A. Whelton

Commission. In 1883–85 he was in Congress, where he served on the Judiciary Committee and worked for uniform bankruptcy laws and international copyright. Under Governor Gaston he was judge advocate, and later was president of the Irish Land League and received the freedom of Dublin and Cork. His campaign work for Cleveland swung the Irish vote to the latter, and he was appointed consul-general to London. He felt that Boston had gone too far in the direction of "benevolent socialism," and made new appointments to the heads of most city departments. He impressed upon the heads he appointed that he would hold them, and no one else, responsible for any dishonesty or laxity in the management of their department. He favored home rule in city affairs; opposed enlargement of taxes and drafts for maintenance and improvements of parks and sewers; held out firmly against raising the salaries of city employees and pensions for their widows. He stood against injuries to the historic interest of the city, such as encroachments on the Common, tearing down the Old South Meeting-house, changing Copp's Hill or the Granary Burying-ground. Governor Crane accepted his opinion on all matters relating to Boston that came before him, vetoing all measures which the mayor deemed improper. Collins approved the freeing of Cuba, but disapproved the acquisition of Porto Rico and the Philippines. He died September 14, 1905, while in office. Of him Grover Cleveland said, "In public life he was strictly honest and sincerely devoted to the responsibilities which office-holding involves."

DANIEL A. WHELTON

Thirty-third Mayor, from September 15, 1905, until the end of the year

Daniel A. Whelton became acting mayor and then mayor of Boston, filling out the unexpired term of General Collins, from September 15, 1905, to the end of the year. He was born January 1, 1872, in the West End, and was educated at St. Mary's School, from which he graduated in 1886. After attending the Evening High School for a few months, he entered the employ of Henry A. Young & Co., book publishers, and then became a salesman for De Wolfe, Fiske & Co.

In 1895 he was United States Revenue Gauger, and held the office until 1903. He was at one time a warden in caucus; also an election officer. He became interested in politics, and was a member of the Common Council in 1894, and again in 1895, when he served on the Finance Committee. He was chairman of the Board of Aldermen in 1905. He is now one of the deputy sheriffs of Boston.

JOHN FRANCIS FITZGERALD

Thirty-fourth Mayor, 1906–07, 1910–11–12–13

John Francis Fitzgerald was the mayor of Boston when this brochure was on the press. He enjoys the distinction of probably being the most energetic incumbent that has yet held the office of mayor. Since he has been mayor, he has left no stone unturned to make Boston one of the great seaports of the coast, as well as a greater manufacturing and in-

John F. Fitzgerald

George A. Hibbard

dustrial centre. In and out of New England he has advocated the bringing of new steamship lines to Boston, the improvement of harbor facilities, the building of better wharves, and the creation of many lines of civic work that would make Boston bigger and busier.

He has provided the means for every citizen to voice the needs of his particular section by establishing a series of district town meetings in different sections of the city, which were not represented in the City Council by the aldermen-at-large. To accomplish this, the mayor and City Council hold a meeting at various periods of the year in those sections, at which any citizen has an opportunity to present his grievance or request. These meetings have been popular, and frequently a unanimous vote of thanks has been given by those who have been concerned in the meeting. Mayor Fitzgerald has enthusiastically advocated opening commercial negotiations with South America, urging that the schools should teach Spanish, so that the younger generation would be able to further our commercial relations with the Southern Republics.

Mayor Fitzgerald has also been active in humanitarian affairs, providing free rides on the ferry for the poor on hot nights and having the Fire Department flush the streets at intervals during intensely hot weather. The efficiency of the Board of Health has also been increased by adding a corps of ten nurses under a medical inspector for the care of diseases dangerous to the public health. To him also thanks are due for awakening a civic interest in the festival of Christmas, observing it officially by a celebration on the Boston Common, which has been enthusiastically attended by many.

In short, to use the mayor's own words, "I have not been content merely to fulfil the letter of the duties of the mayor's office, but I have endeavored by every means to make the city better and more prosperous."

He was born February 11, 1863, in the North End, where he is said to have a speaking acquaintance with every man, woman, and child, and was educated at the Eliot Grammar School, the Boston Latin School, and had one year at the Harvard Medical School. For a brief period he was employed in the Custom House, but soon left to give his attention to business and politics. He went into the real estate and insurance business, and was not long engaged when he was looked upon as one of the most successful young men in that line in the whole city. He spent considerable time and much thought in becoming acquainted with and gaining the good-will of every one in his ward who had a vote. Taking a keen interest in the personal affairs of all in his district, not only did he keep a card index of men needing work and employ a secretary to look after them, but he was wont to go out personally and look for work for the unemployed in his district. So that his practical efforts for the poor of his district, as well as his social qualities, have created a body of devoted and grateful admirers and followers upon whose support he can always count.

He served as a member of the Boston Common Council in 1892, and the Massachusetts Senate 1893–94, the 54th, 55th, 56th Congresses from 1895–1901, and for six years has been mayor of his city, having been first elected in 1905. He obtained his first election by defeating the organization forces in twenty-one out of the twenty-five wards of the city.

During his administration the High School of Commerce has been opened, and the School of Practical Arts for Girls, and the Consumptives' Hospital established. He inaugurated the Saturday half-holiday for city employees, has built many playgrounds, the Charlestown Armory, new bath-houses, increased the pay of laborers, wood-blocked Washington Street, and started the annex to the City Hall. During his term the subway was opened to Cambridge, and underground rapid transit developed in other ways. New streets and sewers have been added, the water front enlarged, Arlington Street widened, the Zoo and Aquarium opened at Franklin Park, and the soil of Boston Common renewed. Mayor Fitzgerald is married, and has a large family. He is a fluent public speaker, and has a genial manner and much magnetism.

His life is an illustration of the heights to which one can rise who has indomitable pluck.

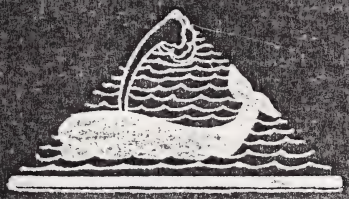
GEORGE ALBEE HIBBARD

Thirty-fifth Mayor, 1908–09

George Albee Hibbard was born October 27, 1864, in Boston, and was educated in the public schools. His father was a strong anti-slavery man. At twenty Hibbard was a clerk in Quincy Market in the stall of his father, a wholesale produce dealer. Later he went into the insurance business, then became a member of a firm of commercial paper dealers, and finally treasurer of a tailoring company. As a business man, he was not a success. He entered politics, served on ward and city Republican committees, managed minor companies, and was elected in 1894 to the state legislature, and missed by one vote being elected State Treasurer to fill out the unexpired term of Henry M. Phillips.

After serving in the lower house of the legislature, he was appointed in 1890 postmaster of Boston, making such an efficient and honest public servant that in 1908 he defeated John F. Fitzgerald for mayor in a closely fought campaign. He gave the city so efficient a business administration that he effected savings in one year of a million dollars. He removed all "students" and politicians who were not needed from the city pay-roll, and paid no attention to the slates of appointments made by the professional politicians. He naturally made many enemies, and under the provision of the new charter the Reformers chose James J. Storrow instead of Hibbard as the Reform candidate. Hibbard with no money and against the advice of many of his best friends ran independently, but was badly beaten. Mayor-elect Fitzgerald named him for city collector, but the Civil Service Commission rejected his name, and Hibbard soon after died, May 29, 1910, a disappointed man, feeling that his efforts to give his city an honest administration had not been appreciated by the very ones who desired economy and efficiency in public affairs. "In spite of mistakes he ended all known practices of a vicious nature embraced within the meaning of the term graft", said John A. Sullivan, chairman of the Finance Commission.

Whale Fishery of New England



WHALE FISHERY OF NEW ENGLAND

AN ACCOUNT,
WITH ILLUSTRATIONS AND SOME INTERESTING AND AMUSING
ANECDOTES, OF THE RISE AND FALL OF AN INDUSTRY
WHICH HAS MADE NEW ENGLAND FAMOUS
THROUGHOUT THE WORLD

PRINTED FOR THE
STATE STREET TRUST COMPANY
BOSTON, MASS.

The vignette on the title-page is reproduced from a print of the ship "Maria" of New Bedford, which in 1853 was the oldest whaleship owned in the United States. Her registry was dated 1782. She was built in Pembroke, now called Hanson, for a privateer during the Revolutionary War, and was bought in the year 1783 by William Rotch of Nantucket, afterwards of New Bedford. At one time she was owned by Samuel Rodman, and also by the Russells. In construction she was the typical whaleship of her time. It is said that she earned for her owners $250,000 and made twenty-five voyages, bringing back a full cargo each time. The tailpiece is from a very old print which represents whaling in the seventeenth century.

Compiled, arranged and printed
under the direction of the
Walton Advertising and Printing Company
Boston, Mass.

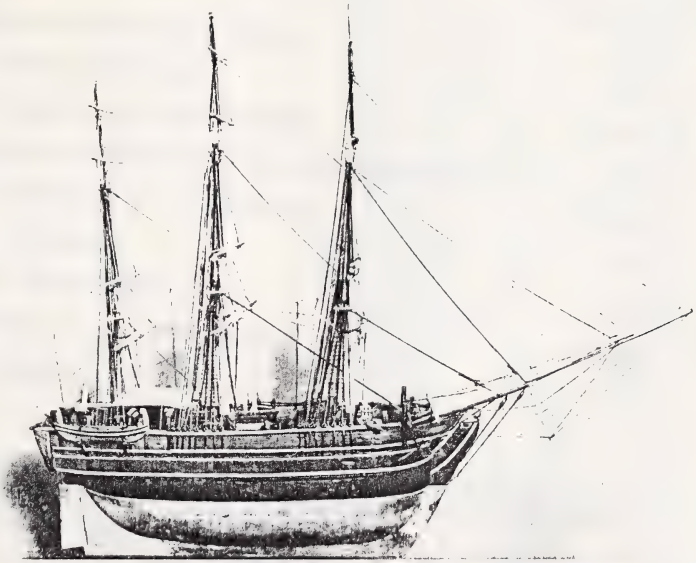
THE people of New England have long been interested in all matters pertaining to the sea, and members of many of her best-known families have commanded its merchant ships and whalers.

The State Street Trust Company has always endeavored to encourage an interest in historical matters, and it is hoped that this pamphlet, the ninth of the series, which deals with one of our earliest industries, will be interesting to the Company's depositors and also to the general public. It is sent to you with the compliments of the Company, which for over twenty years has tried to serve the interests of its depositors.

For valuable assistance in the preparation of this pamphlet the Trust Company desires to acknowledge its indebtedness to Dr. Benjamin Sharp and Sidney Chase, residents of Nantucket (the latter being a descendant of the Starbucks, Coffins and Husseys), to Z. W. Pease, Frank Wood and George H. Tripp, all of New Bedford (Mr. Tripp being the librarian of the Free Public Library), Llewellyn Howland, Frederick P. Fish, Charles H. Taylor, Jr., Roy C. Andrews and Madison Grant of the American Museum of Natural History, New York, D. A. deMenocal, J. E. Lodge and Kojiro Tornita of the Museum of Fine Arts, Boston, and George F. Lord, secretary of the Boston Stock Exchange. Assistance has also been rendered by the officers of the Trust Company.

The following books have been used as references and contain valuable information and many interesting anecdotes:—

"The Story of New England Whalers," by John R. Spears.
"History of the American Whale Fishery," by Alexander Starbuck.
"A History of the American Whale Fishery," by Walter S. Tower.
"Moby Dick, or the White Whale," by Herman Melville.
"Whaling Ventures and Adventures," by George H. Tripp.
"Whaling and Fishing," by Charles Nordhoff.
"Miriam Coffin," by Col. Joseph C. Hart.
"The Gam," by Capt. Charles Henry Robbins.
"Eighteen Months on a Greenland Whaler," by Joseph P. Faulkner.
"Arctic Whaleman and Whaling," by Rev. Lewis Holmes.
"Cruise of the Cachalot," by Frank T. Bullen.
"History of Nantucket," by Edward K. Godfrey.
"History of Nantucket," by Obed Macy.
"History of Nantucket," by Douglas-Lithgow.
"The Glacier's Gift" (Nantucket), by Eva C. G. Folger.
"History of New Bedford," by Daniel Ricketson.
"The Perils and Romance of Whaling," by G. Kobbé.
"The Whale and its Captors," by Rev. Henry T. Cheever.
"Incidents of a Whaling Voyage," by Olmstead.
"Nimrod of the Sea," by Captain Davis.
"Hunting the Biggest of all Big Game," by Roy C. Andrews.
"Four Years Aboard a Whaleship," by William B. Whitecar, Jr.
"Etchings of a Whaling Cruise," by J. Ross Browne.
"Bark Kathleen, sunk by a Whale," by Capt. T. H. Jenkins.
"Peter the Whaler," by William H. G. Kingston.
"The Fisheries and Fishery Industries of the United States," by George Brown Goode, prepared for the United States Tenth Census.



Model of the whaleship "Henry," made at sea in 1847. This model stands in the main banking rooms of the Company, and may be seen by visitors.

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The illustrations used in this brochure are from rare prints in the possession of the Dartmouth Historical Society and the Free Public Library of New Bedford, H. S. Hutchinson & Co., Charles H. Taylor, Jr., Roy C. Andrews of the American Museum of Natural History of New York, Doubleday, Page & Co., and others.

"Neither the perseverance of Holland, nor the activity of France, nor the dexterous and firm sagacity of the English enterprise, ever carried this most perilous mode of hardy industry to the extent to which it has been pushed by this recent People; a People who are still, as it were, but in the gristle, and not yet hardened into the bone, of manhood."—*From a speech by Edmund Burke before Parliament in 1775.*

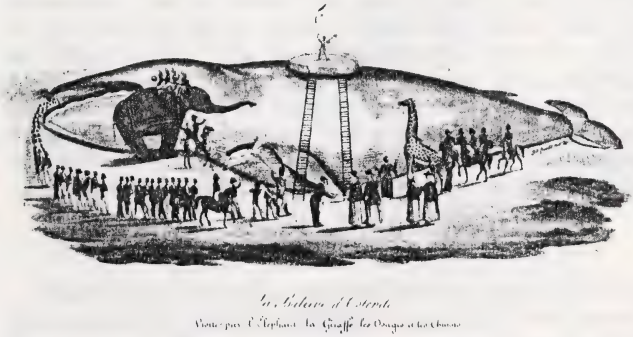
Capturing a huge sperm whale. (From a very rare print.)

THE WHALE

"Oh, the rare old Whale, 'mid storm and gale,
In his ocean home will be
A giant in might where might is right,
And King of the boundless sea."

From "Moby Dick."

NO ANIMAL in prehistoric or historic times has ever exceeded the whale, in either size or strength, which explains perhaps its survival from ancient times. Few people have any idea of the relative size of the whale compared with other animals. A large specimen weighs about ninety tons, or thirty times as much as an elephant, which beside a whale appears about as large as a dog compared to an elephant. It is equivalent in bulk to one hundred oxen, and outweighs a village of one thousand people. If cut into steaks and eaten, as in Japan, it would supply a meal to an army of one hundred and twenty thousand men.



A French lithograph showing the comparative sizes of a whale, an elephant a horse, and a giraffe.

Whales have often exceeded one hundred feet in length, and George Brown Goode, in his report on the United States Fisheries, mentions a finback having been killed that was one hundred and twenty feet long. A whale's head is sometimes thirty-five feet in circumference, weighs thirty tons, and has jaws twenty feet long, which open thirty feet wide to a mouth that is as large as a room twenty feet long, fifteen feet high, nine feet wide at the bottom, and two feet wide at the top. A score of Jonahs standing upright would not have been unduly crowded in such a chamber.

The heart of a whale is the size of a hogshead. The main blood

artery is a foot in diameter, and ten to fifteen gallons of blood pour out at every pulsation. The tongue of a right whale is equal in weight to ten oxen, while the eye of all whales is hardly as large as a cow's, and is placed so far back that it has in direction but a limited range of vision. The ear is so small that it is difficult to insert a knitting needle, and the brain is only about ten inches square. The head, or "case," contains about five hundred barrels, of ten gallons each, of the richest kind of oil, called spermaceti.

One of these giants, when first struck by a harpoon, can go as fast as a steam yacht, twenty or twenty-five miles an hour, but it soon slows down to its usual speed of about twelve miles, developing about one hundred and forty-five horse-power.

Mr. Roy C. Andrews, of the American Museum of Natural History, New York, was on a whaler ninety feet long, which struck a finback whale, and he says that for seven hours the whale towed the vessel, with engines going at full speed astern, almost as though it had been a rowboat.

The whale's young are about twelve feet long at birth, and can swim as soon as they are born. So faithfully does the cow whale watch over her offspring when they are together that she will rarely move when attacked for fear of leaving the young whale unprotected, or of hurting it if she thrashes round to escape capture. It is believed that whales sometimes live to attain the age of eight hundred years. They sleep at the bottom of the ocean, which fact shows that they do not inhale air when asleep, like the warm-blooded animals, and to help them in breathing below the surface they have a large reservoir of blood to assist circulation. This spot is known to whalemen as the "life" of the whale. When "sounding" to a great depth it is estimated that the whale bears on its back the weight of twenty battleships. The strength and power of a whale are described as almost unbelievable.

ANCIENT HISTORY OF WHALING

Every one knows the story of Jonah; how he was thrown overboard to appease the gods, and how a "big fish" swallowed him and carried him ashore. It will always be a mooted question whether or not the big fish was a whale. If it were a whale, it is doubtful whether Jonah got any further than its mouth, on account of the smallness of a whale's throat. It may be well to explain that a whale does not belong to the fish family, but is a mammal, and therefore, perhaps, this great fish mentioned wasn't a whale.

This "fishing on a gigantic scale," as it has been often termed, is of very ancient origin and dates back to 890 A.D., when a Norwegian, called Octhere, skirted the coast of Norway for whales.

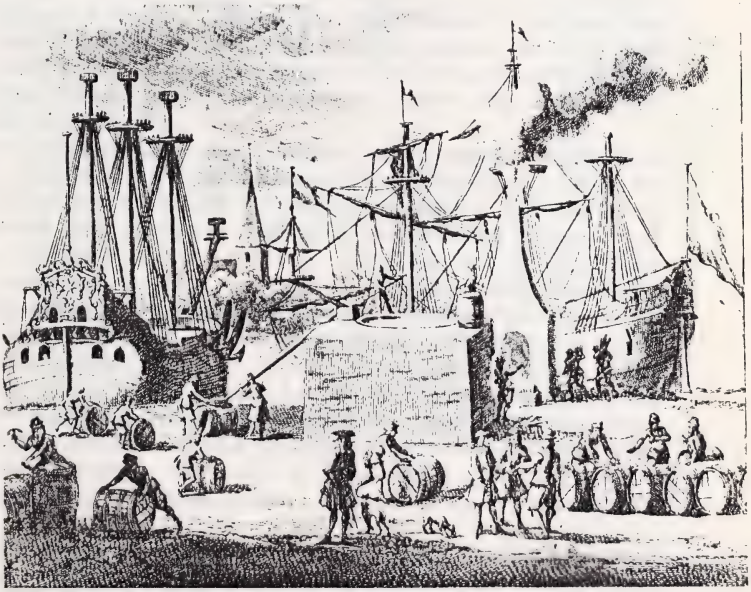
The Biscayans, who in the twelfth, thirteenth, fourteenth, and fifteenth centuries became famous on account of their whale fishery, were the first people to prosecute this industry as a regular commercial pursuit. In this connection the French are also mentioned about

From an old English print.

A rare old English print of the Eighteenth Century.

A "cachalot" on the seacoast of Holland. People have always shown intense interest in drift whales.

Whale-hunting in Westmannshaven Bay, Norway.
The Norwegians were the earliest whalers of which we have any records.



The Dutch boiling oil on shore in a huge "try-works," which was the early method of preparing the oil.

1261, using the whale for food. Also the Icelanders are believed to have whaled some time during the twelfth century. The first reference to English whaling appears during the fourteenth century, and by statutory law the whale was declared "a royal fish." Another curious law was that the King, as Honorary Harpooner, received the head, and the Queen the tail of all whales captured along the English coast, which is very much like halving an apple, there is so little left.

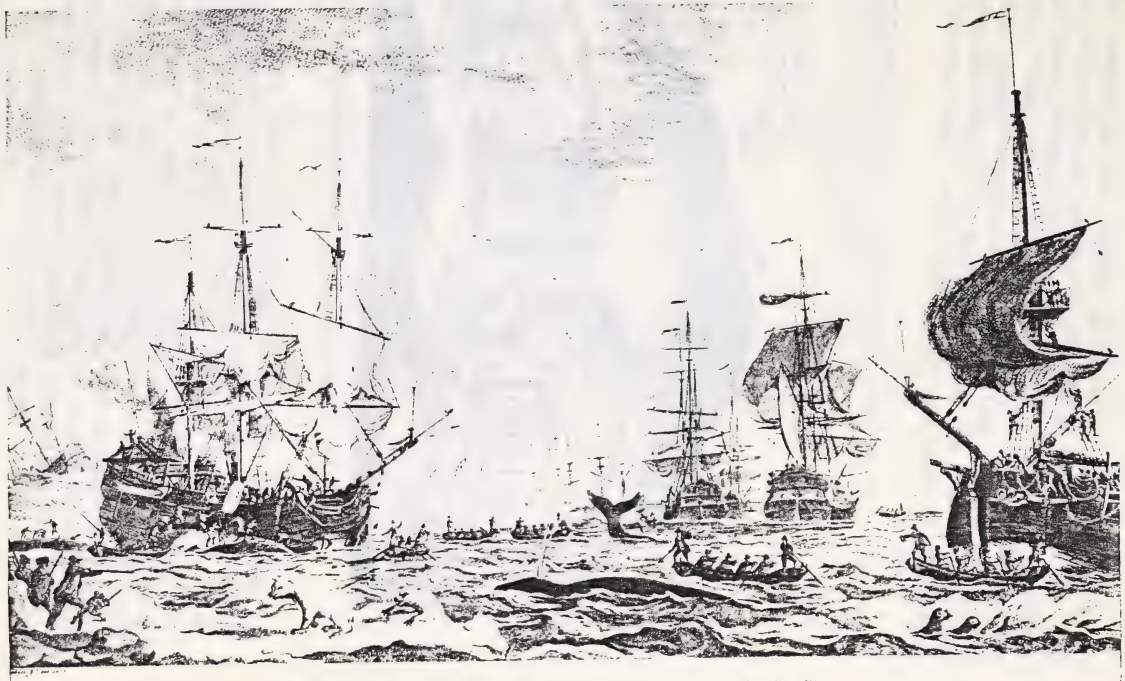
In 1612 the Dutch became the leaders and were still very active about 1680, employing two hundred and sixty ships and fourteen thousand seamen, and during the last part of the seventeenth century they furnished nearly all Europe with oil. To them is attributed the improvements in the harpoon, the line, and the lance, and to their early prominence in the industry we owe the very name "whale," a derivation from the Dutch and German word "wallen," meaning to roll or wallow. They established a whaling settlement at Spitzbergen, only eleven degrees from the North Pole, where they boiled the oil; in fact, during the early days of whaling all nations "tried out" their oil on land. The Dutch continued to be the leaders until about 1770, when the English superseded them owing to the royal bounties.

EARLY NEW ENGLAND WHALING

The history of American whaling really begins with the settlement of the New England Colonies. When the "Mayflower" anchored inside of Cape Cod, the Pilgrims saw whales playing about the ship, and this was their chief reason for settling there. It afterwards proved that the products of the whale formed an important source of income to the settlers on Massachusetts Bay.

The subject of drift, or dead whales which were washed ashore, first attracted the colonists, and there are numerous references to them on record. It was the invariable rule for the government to get one-third, the town one-third, and the owner one-third, and in 1662 it was voted that a portion of every whale should be given to the church. The whale fishery increased steadily, so that in 1664 Secretary Randolph could truthfully write to England, "The new Plymouth colony made great profit by whale killing." The success of the settlers on Cape Cod and elsewhere encouraged Salem to consider ways and means of whaling; for as early as 1688 one James Loper, of Salem, petitioned the Colonial authorities for a patent for making oil, and four years later some Salem whalers complained that Easthamptonites had stolen whales that bore Salem harpoons. As early as 1647 whaling had become a recognized industry in Hartford, Conn., but for some reason did not prosper.

The first white people to explore our New England coasts discovered that the Indians were ahead of them in the pursuit of the whale. The Red Men in canoes attacked these beasts with stone-headed arrows and spears which were attached to short lines. Usually wooden floats were tied to the line, which impeded the progress of the animal, and by



DE WALVISCHVANGST.

This print shows the high sterns of the old Dutch ships.

frequent thrusts these early hunters actually worried the life out of the whale.

Waymouth's Journal of his voyage to America in 1605 gives the first description of the Indian method of whaling in canoes on the New England coast from November to April, when spouters generally abounded there. "One especial thing is their manner of killing the whale" runs the quaint description "which they call a powdawe; and will describe his form; how he bloweth up the water; and that he is twelve fathoms long: that they go in company of their king

Early method of bringing whales on shore by means of a windlass.

with a multitude of their boats; and strike him with a bone made in fashion of a harping iron fastened to a rope, which they make great and strong of the bark of trees, which they veer out after him; then all their boats come about him as he riseth above water, with their arrows they shoot him to death; when they have killed him and dragged him to shore, they call all their chief lords together, and sing a song of joy; and those chief lords, whom they call sagamores, divide the spoil and give to every man a share, which pieces so distributed, they hang up about their houses for provisions; and when they boil them they blow off the fat and put to their pease, maize and other pulse which they eat."

The Esquimaux at this time were very much more advanced than the Indians, and showed their ingenuity by inventing the "toggle" harpoon, which is in use to this day, and which was improved upon in 1848 by a Negro in New Bedford called Lewis Temple, who made

his fortune turning out irons. This harpoon was arranged to sink very easily into the blubber, but when pulled out the end turned at right angles to the shank, thus preventing the harpoon from withdrawing.

Boston is mentioned only occasionally in connection with the Whale Fishery. During 1707 the Boston papers state that a whale forty feet long entered the harbour and was killed near Noddle's Island, and another interesting record is in a letter written in 1724 by the Hon. Paul Dudley, who mentions that he has just received a note from a Mr. Atkins of Boston, who was one of the first to go fishing for sperm whales. There were many whaleships recorded in the Boston records, although fitting out and sailing from other neighboring ports.

NANTUCKET

A large part of the romance of whaling centres around the island of Nantucket and its hardy seamen. It was from here that the Red Men first sallied out in canoes to chase the whale; from here the small sloops first set out laden with cobblestones, as the story goes, to throw at the whales to see if they were near enough to risk a harpoon. These daring Nantucketers were, in 1791, the first to sail to the Pacific, and later on in 1820 to the coast of Japan, and finally they made their ships known in every harbour of the world. Thirty islands and reefs in the Pacific are named after Nantucket captains and merchants.

There is an amusing legend concerning the origin of the island. A giant was said to be in the habit of sleeping on Cape Cod, because its peculiar shape fitted him when he curled himself up. One night he became very restless and thrashed his feet around so much that he got his moccasins filled with sand. In the morning he took off first one moccasin and then the other, flinging their contents across the sea, thus forming the islands of Martha's Vineyard and Nantucket.

From the time of the settlement of the island, the entire population, from the oldest inhabitant down to the youngest child, realized that on the whaling industry depended their livelihood. A story is told of a Nantucket youngster who tied his mother's darning cotton to a fork, and, hurling it at the cat as she tried to escape, yelled "Pay out, mother! Pay out! There she 'sounds' through the window!" The inhabitants always alluded to a train as "tying up," a wagon was called a "side-wheeler," every one you met was addressed as "captain," and a horse was always "tackled" instead of harnessed. The refrain of an old Nantucket song runs as follows:—

> "So be cheery, my lads, let your hearts never fail,
> While the bold harpooner is striking the whale!"

A young man who had not doubled the cape or harpooned a whale had no chance of winning a Nantucket, New Bedford, or New London belle, and it is stated as a fact that the girls of Nantucket at one time formed a secret society, and one of their pledges was never to marry

a man until he had "struck his whale." The well-known Nantucket novel "Miriam Coffin" tells of a girl who made to her two lovers a condition of marriage that they must first of all undertake a whaling voyage, and that she would wed the more successful of the two. It happened that one was a Minister, and the other was no better adapted to the whale fishery; nevertheless, both set out to sea. The former

A whaler circling Cape Horn.

was killed by a whale, and the latter returned after an absence of several years, but instead of claiming his bride, he tells her that before going he had already made up his mind that a girl who made such foolish propositions was no girl for him; and so the story ends.

Many a Nantucket bride stepped from her home to her husband's whaleship for a three-year voyage round Cape Horn, which probably suggested these verses:—

"I asked a maiden by my side,
  Who sighed and looked at me forlorn,
'Where is your heart?' She quick replied,
  'Round Cape Horn.'

. . . . . .

"I said, 'I'll let your fathers know,'
  To boys in mischief on the lawn;
They all replied, 'Then you must go
  Round Cape Horn.'

. . . . . .

"In fact, I asked a little boy
  If he could tell where he was born;
He answered, with a mark of joy,
  'Round Cape Horn.'"

Any one who did not live in Nantucket was called a foreigner. To show their attitude a schoolboy was asked to write a thesis on Napoleon, and he began by stating that "Napoleon was a great man and a great soldier, but he was an off-islander." In fact, it was an act of condescension for a Nantucketer even to shake hands with a "Mainlander," and there are many of the older islanders to-day who have never set foot on any other soil.

Most of the inhabitants were Quakers, and there was a saying that a Nantucketer was half Quaker and half sailor. Though their cemetery contains about ten thousand graves, there are only half a dozen tombstones in one corner of the field. There are no "Friends" in Nantucket to-day. The following incident shows the Quaker thrift, to which was due in a great measure their success in whaling. When the first chaise was purchased, the owner was about to take a drive in it, but, after a few minutes' deliberation, decided it was too progressive, and would subject him to criticism, so he loaned it only to invalids and funeral parties.

Billy Clark was town crier, and for forty years, up to the time of his death in 1909, he voluntarily announced with a bell and horn the arrival of all whalers and steamers. Once as he went along ringing, a girl asked him rudely where he got his bell, and his reply was, "I got my bell where you got your manners,—at the 'brass foundry.'" Nantucketers declare that his death was due to the fact that he actually "blew his lungs away."

The Chase family has always occupied a most prominent position in the history of the island. One of the family was Reuben Chase, who served under John Paul Jones on the "Ranger," and on his death the following epitaph was placed on his tombstone:—

"Free from the storms and gusts of human life,
Free from its error and its strife,
Here lies Reuben Chase anchored; who stood
The sea of ebbing life and flowing misery.
He was not dandy rigged, his prudent eye
Fore-saw and took a reef at fortune's quickest flow.
He luffed and bore away to please mankind;
Yet duty urged him still to head the wind,
Rumatic gusts at length his masts destroyed,
Yet jury health awhile he yet enjoyed,
Worn out with age and shattered head,
At foot he struck and grounded on his bed.
There careening thus he lay,
His final bilge expecting every day,
Heaven took his ballast from his dreary hold,
And left his body destitute of soul."

Every islander knows the story of the Nantucket skipper who claimed that he could always tell where his ship was by the color and taste of the lead after sounding. Marden, his mate, on one trip determined to fool him, and for this purpose brought some dirt from a neighbor's

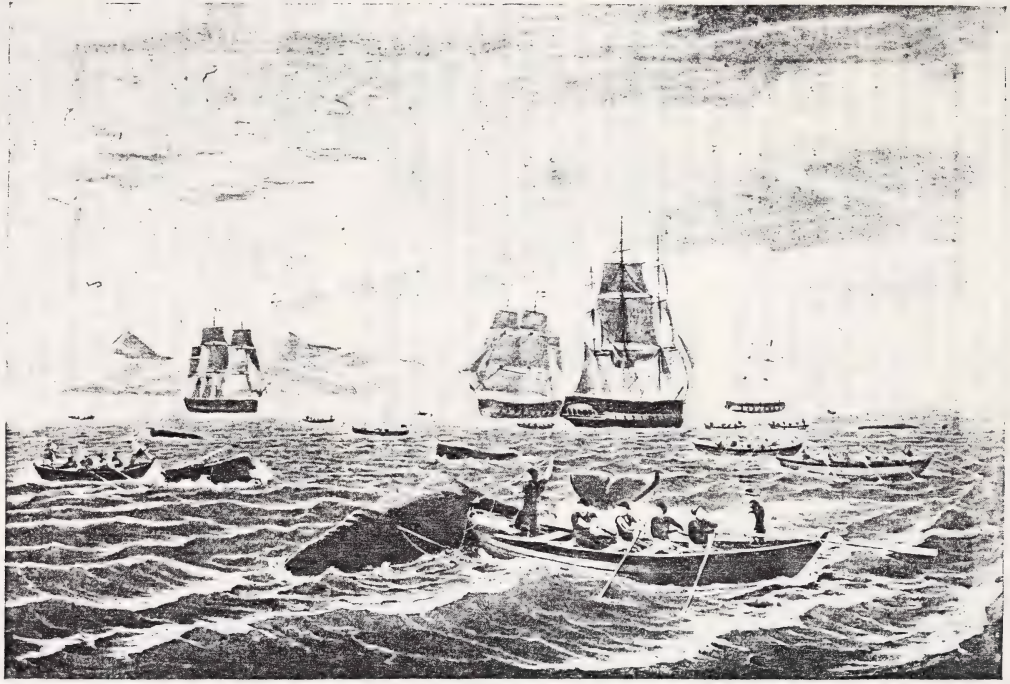
garden in Nantucket. He woke up the skipper one morning off Cape Horn, and showed him the lead, which had been smeared with this dirt, whereupon, to quote the words of James Thomas Fields,—

> "The skipper stormed and tore his hair,
> Hauled on his boots and roared to Marden:
> 'Nantucket's sunk, and here we are
> Right over old Marm Hackett's garden!'"

Another Nantucket captain always took to sea medicine bottles, each numbered and indexed to suit different complaints. Once his mate was ill, and, looking up the bottle to administer in his case, found that No. 13 contained the cure for his patient. Unfortunately, this bottle had all been used, so, after careful deliberation, he mixed the contents of bottles 6 and 7, which he gave the mate, who promptly died.

Early history tells us that Thomas Macy purchased the island for thirty pounds and two beaver hats, "One for myself and one for my wife," and to him therefore belongs the honor of the settlement of Nantucket; he had been driven away from Massachusetts for sheltering Quakers, which was at that time against the law, and with his friend Edward Starbuck fled to the island and established a colony composed of such well-known families as the Coffins, Husseys, Swaynes, Gardners, Chases, Folgers, and Starbucks. These men were not whalers, but they watched the Indians and learned much from them, and later on employed Ichabod Paddock to come over from Cape Cod and instruct them further.

The character of the island and its situation far out in the ocean, its poor soil, and the number of whales along its shores, all proved an inducement to the Nantucketers to follow the sea as a calling. At first, there were so many whales that they did not find it necessary to go beyond the coast; so, under the guidance of Paddock, lookouts were erected along the South shore, and each man patrolled a certain amount of territory. Each one took his share of whales killed, and business flourished. This method of whaling continued until 1712, when Christopher Hussey, while cruising along the coast, was blown out to sea. He ran across a sperm whale, which he finally killed and brought home. This year was epoch making, as this was the first sperm whale known to have been taken by Americans. The oil from this species of whale being superior to that of all others, the Nantucketers now (1715) decided to change their methods and to whale in the "deep." As the vessels steadily increased in size with greater and greater cargo-carrying capacity, voyages necessarily became longer, extending even to periods of four or five years. In fact, a voyage lasting but two years was considered unusually short. The point of view of most whalers regarding a two-year voyage is shown by the captain who, when boarding his ship, was reminded by a friend that he had not said "Good-by" to his wife,—



The famous Roach (Rotch) fleet, "Enterprise," "Wm. Roach," "Pocahontas," and "Houqua," among a "school" of sperm whales off the coast of Hawaii. Ships often cruised together and divided the catch. Honolulu owes its rapid rise partially to the frequent visits of the whalers. The first vessel fitted out from the Sandwich Islands was in 1837 and was owned by Henry A. Pierce of New Bedford.

"Why should I?" said he; "I am only to be gone two years."

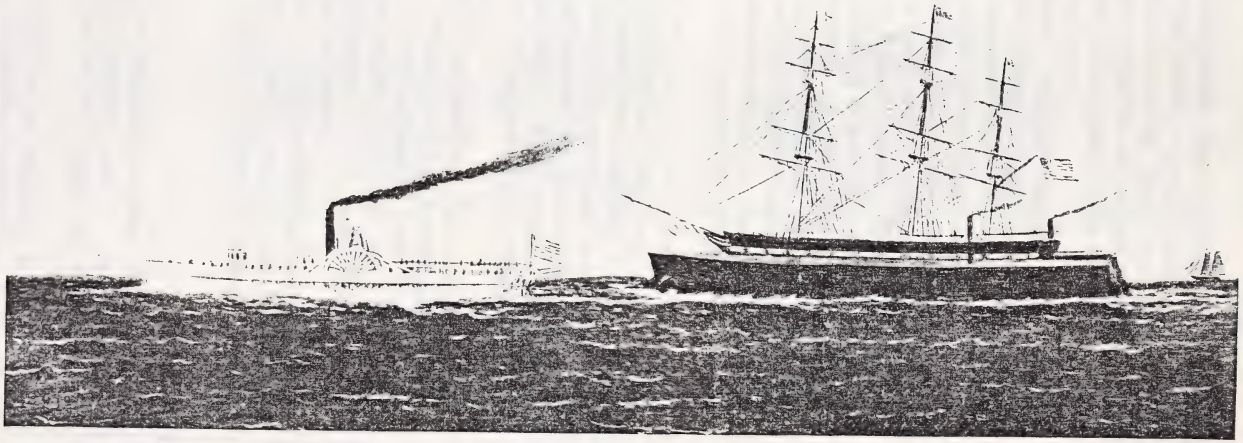
About 1730 "try-works" were built on the vessels instead of on the shore, and the oil was boiled and stowed away at sea, thus allowing the ships to make much longer voyages. At this time Nantucket owned as many whaleships as all the other ports of America combined. Whaling continued to increase, and the sterile island was turned into a prosperous community, when the Revolution came on, and for the time being practically put an end to the industry. Nantucket was the only port that carried on whaling during the war: the island simply had to whale or starve, as the inhabitants knew no other occupation. Most of their vessels were eventually captured or lost by shipwreck, and over twelve hundred of their men were either killed or made prisoners. The end of the war found the island's business hopelessly wrecked; but, with their usual pluck and determination, the Nantucketers once more built up a profitable fleet. So impoverished were they that the government for one year levied no taxes.

At the close of the war a Quaker, called William Rotch, was Nantucket's greatest whaler, and even he became so discouraged with the prospects at home that in 1785 he left the island in his ship, the "Maria," for London. He endeavored to make some arrangement with the English government to import some whaling families from Nantucket, but, failing to do so, repaired to France, where he succeeded in making an agreement with Louis XVI. A great many families moved to France, and carried on the pursuit from Dunkirk in Normandy. Rotch soon returned to Nantucket, and later moved to New Bedford, where he died. The old Rotch counting-house was later used as a club-room for Nantucket whaling captains, and is even now being used as such. In the old prosperous days this was jocosely called the House of Commons, while another club, which was used by the ship owners, was named the House of Lords.

Immediately after the war, the ship "Bedford," one of the Rotch vessels, was loaded with oil, and sent to England under command of Captain Mooers. This was the first vessel to display the American flag in a British port. It is related that one of the crew of the ship was hunchbacked, and when on shore one day a British sailor clapped his hand on his shoulder, and said, "Hello, Jack, what have you got here?" "Bunker Hill, and be d—d to you," replied the Yankee.

The redoubtable Nantucketers resumed their whaling at the close of the Revolution, and their energy and skill were again yielding rich profits when the War of 1812 almost annihilated the island's fleet. But as it was another case of whale or starve, Nantucket continued to send out a few whalers, and was the only American port during the war that dared to brave the risks of British capture.

About this time, in one of the Pacific ports, an incident occurred which showed in an amusing light the ready wit and intrepid courage of an American whaleman. He had in some way displeased an English naval officer, who, feeling himself highly insulted, promptly challenged the Yankee, who accepted and, being the challenged party, had the



A "camel" floating a whaler to sea over the Nantucket bar. The "camel" was used from 1842 to 1849, enabling the Nantucketers for a time to keep pace with the New Bedfordites.

choice of weapons. He selected, of course, the weapon with which he was most skilful and took his stand with a poised harpoon. It had altogether too dangerous an appearance for the irate Englishman, particularly as the whaleman was evidently an expert in the manual of thrust and parry, and so with as good grace as he could command, the Englishman withdrew from the fight.

At a very early day in the fishery, whaling vessels, which were at first long rowboats and later small sloops, began to increase in size, and about 1820 ships of three hundred tons were found profitable. The increase in profit producing capacity, strange as it may appear, actually sounded the death-knell of the Nantucket whaling, for across the mouth of the harbour ran a bar, over which it soon became impossible for whaling vessels of large size to pass. The difficulty was for a time overcome by the true Yankee ingenuity of some inventive Nantucketer, who devised the "camel," a veritable dry-dock barge in which the larger whaleships, lightened often of oil and bone, were floated over the bar into the forest of masts which in those days characterized a harbour now frequented only by a few schooners and sloops, the small pleasure crafts of the summer residents, and an occasional steamer.

As whaleships still continued to increase in size, the "camel" expedient was only a temporary success; for the time came when vessels were of too great tonnage to be thus floated over the bar, and the daring and skilful Nantucketer, who had taught the civilized world not only how, but where, to whale, had to admit defeat and gradually give up the industry to more fortunately situated ports. At this time, about 1830, Nantucket was commercially the third largest city in Massachusetts, Boston being first and Salem second.

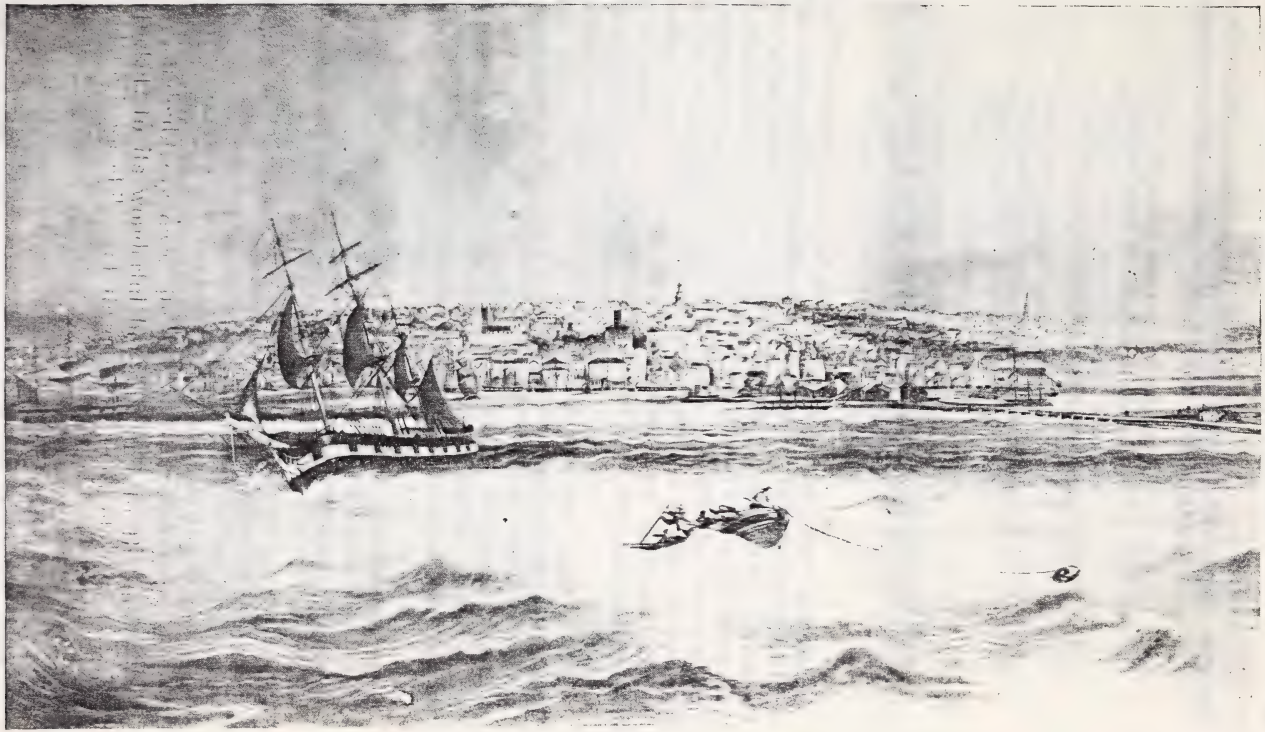
In 1843 Nantucket owned its record number of ships, eighty-eight. In 1846, which is referred to as the "boom" year in American whaling, sixteen vessels cleared from Nantucket and sixty-nine from her near-by rival—New Bedford. In 1869 Nantucket sent her last ship and disappeared from the list of whaling ports. The great fire of 1846 also contributed to the downfall of the industry.

A new era in whaling was to be born, with New Bedford as the centre, and Nantucket was to become only a health resort and mecca for sight-seers, more than ten thousand persons visiting the island in 1914.

NEW BEDFORD

New Bedford undoubtedly owed its whaling success to its proximity to Nantucket, to its wonderful harbour, and to the honesty, thrift, and good business ability of its citizens, most of whom were Quakers.

As in Nantucket, the whole city lived to go whaling, and as each inhabitant made more money, he moved his residence higher up on the Hill. It is said that there was an inn called the "Crossed Harpoons," and another called "Spouter Inn," and there is a Whaleman's Chapel



A whaler leaving New Bedford Harbour.

on Johnny Cake Hill where regular Sunday services were held, at which the following hymn was always sung by the congregation:—

"The ribs and terrors of the whale
Arched over me in dismal gloom,
While all God's sun-lit waves rolled by
And left me deepening down to doom.

"I saw the opening maw of hell,
With endless pains and sorrows there;
Which none but they that feel can tell—
Oh, I was plunging to despair—

"In black distress I called to God,
When I could scarce believe him mine,
He bowed his ear to my complaints—
No more the whale did me confine."

The pulpit of this chapel was made to represent the prow of a whaleship, and was ascended by means of a rope ladder, which the minister, who had been a harpooner in his youth, hauled up after him. Around the walls of this little church can still be seen tablets erected in memory of many whalemen who lost their lives at sea. There also was a daily paper called *The Whaleman*, which gave the reports of the whaleships and the whaling news. It has been said that New Bedford fathers gave whales for dowers to their daughters, and that they had reservoirs of oil in their attics to burn on gala occasions.

It is a curious fact that three Morgans not long ago married three Rotchs, three Rotchs married three Rodmans, and three Rodmans married three Motleys. Among other well-known New Bedford whaling families are the Hathaways, Swifts, Howlands, Morgans, Stones, Delanos, Rodmans, Seaburys, Giffords, Tabers, Grinnells, and Wings.

Whaling was a tremendous financial gamble, and until a vessel came home "clean" or "greasy," meaning empty or full, the success of the voyage was not known. They tell a story of a New Bedford captain who had been out for nearly four years, and as he came up to the wharf the owners asked him what luck he had had. His reply was, "I didn't get any whales, but I had a damn good sail." There is another tale of a seaman whose vessel left New Bedford on the day of his mother's funeral. Naturally he set sail with a heavy heart, and during his three years' cruise he thought many times of his sorrowful father at home. As the ship neared the docks he was met by his father with "Hurry up, Jim, I want to introduce you to your new mother." There were many changes at home during a long cruise, and sometimes even the fashions had entirely changed. One whaleship captain described his surprise at seeing for the first time the crinoline or hoop skirt.

The real founder of New Bedford, and the pioneer of the whale fishery at this port, was Joseph Russell, who sent his ships out in 1765. Several years later the first ship was launched and was called the "Dartmouth," and this vessel is well known to history owing to the fact that she was one of the ships that carried into Boston Harbour the tea

that was thrown overboard. The whaling industry increased steadily, except during the wars, until 1857, when the New Bedford fleet numbered three hundred and twenty-nine vessels, was valued at over twelve million dollars, and employed over twelve thousand seamen. If these vessels had been strung out in line, they would have stretched over ten miles. In addition to these sailors, thousands of others were employed at home making casks, irons, ropes, and many other articles used in whaling. In fact, it was often stated that the population was divided into three parts,—those away on a voyage, those returning, and those getting ready for the next trip.

There were many nationalities represented in the crews of the whalers, and the New Bedford streets presented a very foreign appearance, with Spaniards, Portuguese, Dutch, Norwegians, Germans, French, English, Scotch, Irish, Sandwich Islanders, and New Englanders at every turn. A large number of Portuguese served on whaleships, and a part of the city near the south end of Water Street became known as Fayal.

The "Golden Age," as it is called, of whaling was between 1825 and 1860, and during the whole of this period New Bedford assumed the lead, even long after other ports had given up the pursuit. It is estimated that about the year 1848 there were over seventy millions invested in the industry and seventy thousand persons derived from it their subsistence.

It is an interesting fact that the insurance on American whalemen was about one-half the rate that was charged the Englishman, which certainly showed the superiority of our Yankee seamen. There were several whaling insurance companies in New Bedford. There is a story told of a New Bedford ship owner who had just heard that his vessel had gone down and he hadn't yet received the insurance policy from the company. He sent a letter down to the office which read as follows: "I have heard from my ship and thee need not place the insurance." Of course, the policy was sent up immediately.

The New Bedford whalers explored new grounds, and to this fact chiefly is due the continued prosperity of its whale fishery, but it was to die slowly; in 1875 the fleet from this port had declined to 116 vessels, in 1886 to 77 ships, and in 1906 to 24.

One of the chief historical events of New Bedford happened in 1861, when the famous Stone Fleet sailed from that port. The United States government decided to purchase some old ships and sink them in the channels of the harbours of Charleston and Savannah, to prevent blockade running during the war. H. Bartlett & Sons supervised their purchase and Captain Rodolphus N. Swift was the general agent. Bartlett purchased some of the old whalers for as small a price as thirty-one hundred and fifty dollars, some of them having more cement than wood in their hulls. To James Duddy, a teamster, fell the task of supplying the seventy-five hundred tons of stones with which to fill the vessels, and many a New Bedford stone wall now lies at the bottom of some of our Southern harbours. Captain Rodney French, an old

The famous Stone Fleet sailing from New Bedford, Nov. 16, 1861. The ships were loaded with stones and were sunk in the mouths of certain Southern harbours during the Civil War, to prevent blockade runners from entering. The vessels in this picture are the Garland, Maria Theresa, Rebecca Simms, Leonidas, South America, Archer, American, Harvest, Amazon, Cossack, Courier, Henrietta, Potomac, Kensington, Herald and L. C. Richmond.

The captains of the Stone Fleet. A fine type of old New England ship masters. Standing from left to right—Captains Beard, Gifford, Swift, Childs, Stall, French, Wood, Cumiski, Willis, Bailey. Sitting from left to right—Captains Malloy, Swift, Brown, Howland, Worth, Tilton, Brayton, Taylor, Chadwick.

"slaver," who afterwards became Mayor of New Bedford, was selected as commander of the fleet, and on Thanksgiving Day most of New Bedford assembled on the wharves and saw fifteen of her once famous fleet, which had for years been the homes of its seamen, sail forth never to return. It must have been a very sad day for the city, and it may be said that this event marked the beginning of the decline of the industry at New Bedford.

One captain insisted upon washing the decks of his ship every morning, using pulverized stones instead of sand, and another, to give the fleet a warlike appearance, mounted a formidable "Quaker" gun, made from a section of a spar.

A second fleet sailed later in the year, making forty-five vessels in all. Although the expedition cost the government about a quarter of a million dollars, its success was only temporary. The captain of the "Alabama" swore vengeance on New Bedford and destroyed or captured every whaler he could find, and in the "Alabama" awards that were made after the war New Bedford received a large share.

Ten years later occurred the worst disaster that ever befell a whaling fleet. Thirty-four whalers were caught in the ice in the Arctic regions and sunk, and it is a curious fact that, while the loss reached one million five hundred thousand dollars, not a single human life was sacrificed. These three pictures of a series of five on the following page show the sinking of the ships, the abandonment of their vessels, which had their flags union down, and the eighty-mile sail through the ice-floes to the open sea, where twelve hundred and nineteen men, women, and children were taken home in the seven whalers that had not been lost in the ice. It must have been very crowded, as each ship had to stow away several hundred persons in addition to her own crew. There were many sad hearts as they left their vessels and almost all of their belongings, and started off in the small boats. The trip to sea and the transshipment in the heavy swell must have been made with the utmost care, otherwise many lives would have been sacrificed. The loss to the New Bedford owners was so tremendous that they never really recovered from the catastrophe, and many families had to economize for years after. The Swifts, Howlands, and Rotchs were among those who lost ships.

On one of the vessels in the first picture of this series was a large quantity of the finest Manila cigars and also some rare Madeira wine, that had been picked up in the Philippines the year before on instructions from the ship's owner. When the captain of this vessel reached New Bedford and reported the loss of his command, the owner's first question, after listening to the dismal tale, was whether his cigars and wine had been saved. "All of it," came the reply. "Where is it?" said the owner, looking more cheerful. "Well, you see, I drank the wine and Mr. Jones, the mate, he smoked the cigars, and they certainly done us both good," replied the captain.

The ship "Progress," shown in the last picture, forms an interesting connecting link between the Stone Fleet and this 1871 disaster.

Abandonment of the whalers in the Arctic Ocean, September, 1871. Vessels surrounded by the ice, and many of them in a sinking condition.

Abandonment of the whalers in the Arctic Ocean, September, 1871. Showing the whaleboats being hauled up on Blossom Shoals, where the ship-wrecked crews spent the night crowded under the upturned boats.

Abandonment of the whalers in the Arctic Ocean, September, 1871. The seven ships receiving the 1217 men, women, and children of the abandoned vessels. The sea was very rough and the trans-shipment was very dangerous. The ship "Progress," whose history is given on the opposite page, is at the right of the picture.

Under the name of the "Charles Phelps" she whaled from Stonington, Conn., for a number of years and finally was purchased for the Stone Fleet. She was found to be in such good condition that the government decided not to sink her, and she returned to New Bedford and was sold; and it was this same vessel that took part in the rescue of the twelve hundred and nineteen shipwrecked people ten years later. In 1893 she was fitted out as if for a whaling voyage and towed by way of the St. Lawrence River to Chicago, where she was exhibited at the Fair, and now lies rotting on the sands of the lake at South Chicago. No other whaler ever had so interesting and varied a history.

The year after this Arctic disaster found the fleet again in the Arctic, and the "Minerva," one of the ships left at Point Belcher, was discovered and found to be in good condition; the others had sunk. One lone person was found who had remained on board his ship for the whole year, and his sufferings had been fearful. The natives had stolen all the whalebone and oil from the sinking vessels, and when some of the same shipwrecked captains arrived the next year the Esquimaux tried to sell them back their own property, and one native was using one of the chronometer cases as a dinner pot in which to boil his blubber. The "Minerva" was manned and sailed to New Bedford and continued in the whaling industry.

New Bedford ships suffered severely during the Rebellion, but later new ones were added to the fleet and business again prospered. Lack of space prevents enumerating the achievements of American whalers during the Civil War. Captain William P. Randall, however, will go down in history as a hero of this war; he was brought up on a whaleship and later served in the navy.

Captain Frederick Fish, father of Frederick P. Fish and Charles H. Fish, of Boston, was one of the best known and most respected of the whaling captains sailing out of New Bedford. He commanded the "Montreal" and the "Columbus" when only twenty-two years old, made nine voyages round the world, and was one of the most successful whalers of his day. Once when near the Sandwich Islands his vessel happened to anchor very close to an English ship, and Captain Fish noticed that every evening at sunset the English commander, while at anchor, set all sails and then furled them again in order to show how quickly this work could be performed. After a few evenings Captain Fish ordered his crew to do the same, and the time consumed was so much less that the next evening the Englishman decided he did not care to go through the performance; in fact, he never tried to show off again in that port.

There is also another amusing story told about Captain Fish. His ship at one port took on a great many chickens, which were used for food, and finally one of the crew rebelled and informed the captain that he had eaten enough hen. He was immediately ordered out on a yardarm and was made to crow like a rooster for such a long time that when he was again allowed on deck, he had a most excellent appetite for another chicken dinner. Captain Fish delighted in telling of the time

when he took a local pilot on board somewhere in the Pacific to conduct his vessel into port. He asked the navigator if he were sure of his course, and received a prompt and decisive answer in the affirmative. Presently, to the disgust of the captain, the vessel touched. The next question put to the pilot was whether or not he could swim, and finding that he could, Captain Fish ordered his crew to throw him overboard. This was done, and, the distance being short, the swimmer made the land, and the captain himself took his vessel in the rest of the way.

Captain Fish was an excellent story teller, and another yarn has been handed down in connection with one of his trips. The voyage had been

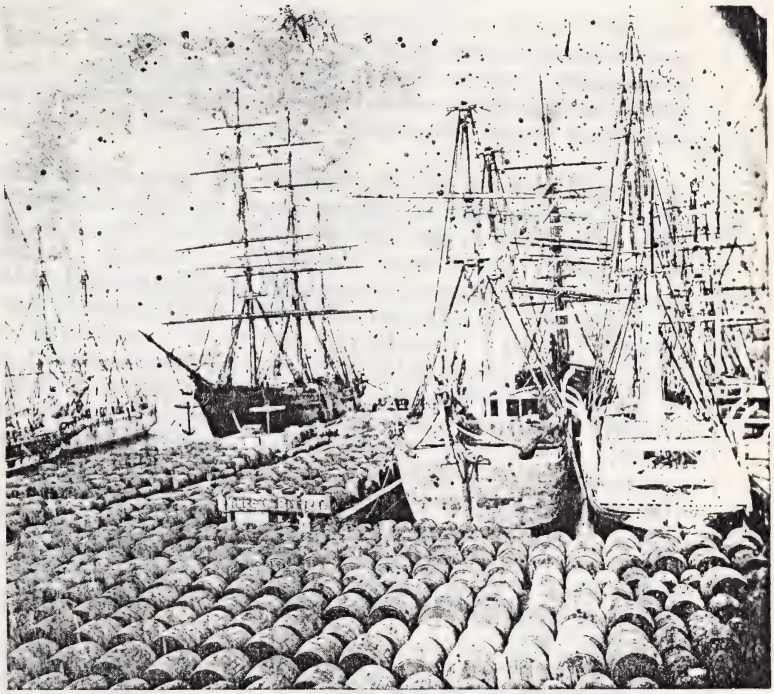
New Bedford fifty years ago (1808). (This print is dated 1858.)

very unsuccessful, and as he was looking over his chart he tossed his dividers down in a disgruntled manner, and by accident they chanced to stick in the chart. He then conceived the novel idea of sailing to the very place where his instrument happened to land, and curiously enough he was rewarded by a very large catch.

Once when one of his whaleboats had been overturned by a fighting whale he hurried to the assistance of the crew, who were struggling in the water, and to his amazement found two of them squabbling over the ownership of a pair of old shoes, instead of thinking about saving their lives. It is a curious fact that he never learned to swim, and often saved his life when capsized by grabbing some floating débris. His nerve and courage were remarkable, and it is related that even on his death-bed he told the doctor an amusing story.

This picture of New Bedford in 1808 is most interesting. The oil market shed on the right-hand side of the street was built in 1795 by

Barnabas Russell for his son Joseph, and the last building shown on the right of the picture was the mansion of William Rotch, Sr., and the first estate in the village at that time. This Rotch was the son of Joseph Rotch, one of New Bedford's earliest whalers, and he himself is represented in his old chaise, the only private carriage then in the town. He is negotiating for a load of hay, and from all accounts he must



Oil stored on the wharves at New Bedford awaiting a favorable market. The owners, dressed in silk hats, long-tailed coats, and polished top boots, might often be seen watching, testing, and marking the oil-barrels.

have been a keen business man, for he was often seen going to market so early that he had to use a lantern. All the other figures in this picture also are intended to represent well-known citizens of the time. The two men shaking hands are Captain Crocker and Samuel Rodman; the latter, who was the son-in-law of William Rotch, had the reputation of being the best dressed man in New Bedford in his day. One of the boys harnessed to the small cart is the Hon. George Howland, Jr., great-uncle of Llewellyn Howland. H. H. Hathaway, Jr., and Thomas S. Hathaway have three ancestors in the picture.

OTHER NEW ENGLAND WHALING PORTS

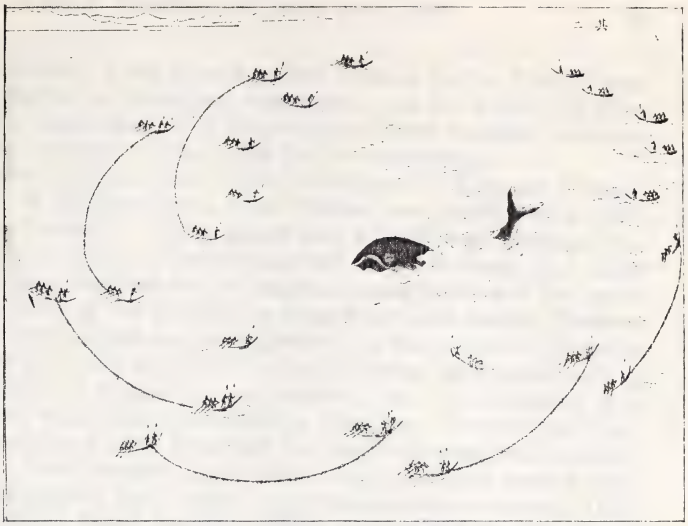
Rhode Island pursued whales in 1731, Newport and Providence being the two most successful ports. Fifty ships were owned by Connecticut and Rhode Island in 1775. Massachusetts owned over three hundred at this time. Rhode Island was more of a "slave" than a whaling State. New London became a great whaling port in 1846, and was the third in importance in New England.

The people of Cape Cod began sending ships to sea about 1726, and a few years later a dozen or so vessels were fitted out at Provincetown. Boston claimed twenty whaleships in 1775, and registered from one to eleven vessels almost every year until 1903, since which date no whaleship has been recorded from this port. Gloucester turned to whaling in 1833.

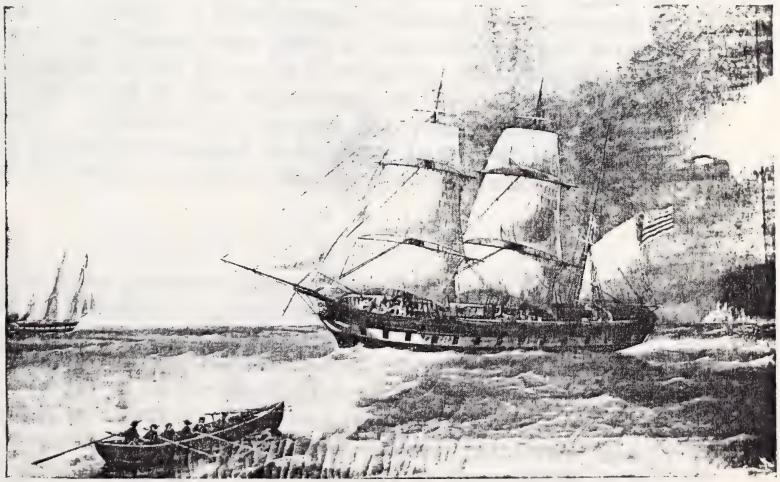
The following figures show the different whaling ports in Massachusetts and the largest number of vessels enrolled in any one year in each. New Bedford, of course, held first place with 329 in 1857, with Nantucket 88 in 1843. Provincetown claimed 54 in 1869; Fairhaven 50 in 1848 to 1852; Edgartown and Mattapoisett owned 19 each; Salem had 14 in 1840; Boston 11 in 1868; Dartmouth, 10; Plymouth, 9; Falmouth, 8; Wareham, Fall River, and Marion, 7 each; Beverly, Holmes' Hole, Orleans, 5 each; Lynn, 4; Newburyport, 3; Gloucester, Dorchester, and Sandwich, 2 each; and the following claimed 1: Braintree, Hingham, Marblehead, Barnstable, Duxbury, Quincy, Truro, Yarmouth, and Wellfleet. Of the Rhode Island towns Warren owned 25; Newport, 12; Bristol, 10; Providence, 9. Connecticut towns that owned whalers were New London, 70; Stonington, 27; Mystic, 18; and a few scattered among half a dozen other places. Portsmouth, N.H., at one time owned two vessels, and between the years 1835 to 1845 Bath, Bucksport, Portland, and Wiscasset in Maine each had one. Massachusetts, however, could claim five-sixths of the total fleet.

A few words must be said in praise of Samuel Mulford of Long Island. Governor Hunter of New York claimed for his State a share of all whales caught, whereupon Mulford waged war against this act in every possible way. Finally he sailed to London and put his case before the Crown. The people in London were much amused at his country clothes, and the pickpockets in particular became a nuisance to him in the streets. Mulford, however, showed his resourcefulness by sewing fish hooks in his pockets and succeeded in capturing the thief. Another incident shows the ingenuity of the whaleman. The ship "Syren" was attacked by a horde of murderous savages, and the crew of the ship would, doubtless, have been murdered had it not been for a quick stratagem of the mate. He remembered a package of tacks in the cabin and yelled, "Break out the carpet tacks and sow 'em over the deck." The natives, yelling with pain, jumped headlong into the sea, and the ship was saved.

The world owes many discoveries to the energy and determination



The Japanese method of capturing whales was to entangle them in nets. A great many boatloads of men would drive the whale toward the nets by throwing bricks and stones at it. When once entangled the infuriated animal could be easily killed. In 1884 the Ukitsu Whaling Company employed over 100,000 whalemen. One of the most successful of the Japanese in this pursuit was Masutomi Matazaemon, who accumulated a large fortune. The Japanese have been very slow to adopt our Western methods.



A typical "blubber hunter" cruising for "right" whales in the Arctic.

of whaleship captains. Over four hundred islands in the Pacific were discovered and named by American whalemen, and the history of New Zealand is closely connected with the visits of New England whalers. Australia, too, was opened to the world by the whalemen.

It was to a certain extent due to the testimony of Captain Bryant, a whale captain of Mattapoisett, that Alaska was purchased by the United States government. That there was a northwest passage was also discovered by American whalemen in this way: the date and name of a ship were always marked on its harpoons, and in several instances whales were captured in the Pacific by ships that were known to have been cruising not long before in the Atlantic. It was Captain Timothy Folger, of Nantucket, who charted the Gulf Stream at the request of Benjamin Franklin, to whom he was related, and this drawing was engraved on an old chart and preserved in London. In this way English mariners discovered how to avoid the swift current and thereby gain much time. Our seamen in the early days were not very kindly treated by the Japanese, but, finally, several whalemen secured their good will by teaching them English. This encouraged the American government to send out Commodore Perry's expedition, which succeeded in making our first treaty with Japan, thus opening that country to Western civilization.

It was difficult to make discoveries ahead of our whalemen. In 1834 two Russian discovery ships approached a forlorn little island in the Antarctic Ocean and the commander was about to take possession in the name of his Czar. There was a dense fog at the time, but when it cleared away they were very much surprised and vexed to see a little Connecticut ship at anchor between their two vessels. The name of this whaler was the "Hero" of Stonington, captained by Nathaniel B. Palmer, who was only twenty-one years of age and was just returning from his discovery of the Antarctic Continent. The Russian commander was so impressed by the achievement of this youthful captain that he cheerfully acquiesced in naming the place Palmer's Land. This name has since been changed to Graham Land. It is an undisputed fact that the whalers prepared the way for the missionaries.

ABOARD A "BLUBBER HUNTER"

Nothing can be more romantic than to be attending a clam-bake on Mishaum Point or Barney's Joy and to see a whaleship, or "blubber hunter" as she is often termed, round the point and start to sea. It is with quite different feelings that one peers down into her forecastle, which is often referred to as the Black Hole of Calcutta. This room, which is the home of thirty to forty men for three or four years, is reached by a perpendicular ladder through a small hatchway, which is the only means of ventilation. The bunks are in tiers and are about the size of a coffin, so narrow that it has often been said that one has to get out of them in order to turn over. A small table in the centre of this "hole" and the seamen's chests lashed to the floor comprise

all the furnishings, except possibly a few bottles of rum, which were often labelled "camphor." In fact, one might speak of the dis-accommodations of the forecastle, and it is no wonder that a cruise in a whaler is often spoken of as a "sailor's horror." The odor of grease, dirt, oil, and lack of air are unbearable except to one thoroughly accustomed to a whaling trip, and sailors often say that this attractive place should not be approached without a clothespin on one's nose. The utensils comprised a few tin plates and a bucket of water, with one cup for the use of every one. The food consisted of "longlick" and "scouse," the former made of tea, coffee, and molasses, and the latter of hardtack, beans, and meat. It is not difficult to see, therefore, why most of the captains anchored their ships well out beyond the harbour, so as to prevent desertions after the novice seaman had glanced at his sleeping quarters. There have been cases of sailors jumping overboard on the chance of reaching land, and it is on record that the greater part of a whaleship's crew once floated to shore on the cover of the try-works. A captain was very careful where he allowed his men to land, and, in case he was afraid of desertions, took care to allow them shore leave only at places where the natives were troublesome, or where for a ten-dollar bill he knew he could get the whole crew returned to him.

The whaleship looked very clumsy and was built for strength rather than for speed, the bow and stern looking as if they were made by the mile and chopped off in lengths to suit. It is a curious fact that the "Rousseau," belonging to the Howlands, when caught in a storm off the Cape of Good Hope sailed astern for seven days faster than she had ever sailed ahead, and successfully weathered the point.

There is an amusing anecdote that has gone the whaling rounds, of a greenhorn, called Hezekiah Ellsprett, who arrived on board the night before sailing. One of the men told him that the first ones on board had the right to pick out their berths and suggested that he paint his name on the berth he should select. Hezekiah looked round, found the best-looking cabin, painted his name in big letters on the outside of the door, and made himself comfortable for the night. He had chosen the captain's room, and in the morning the captain came on board, and in very violent terms informed him that he was in the wrong end of the ship.

The whaleman's life was indeed a hard one, and his share of the profit, or "lay" as it was called, was so small that at the end of a moderately successful voyage if his share amounted to several hundred dollars he was doing well. His earnings were depleted by the captain's "slop chest," where the sailors had to purchase their tobacco and clothes at high prices, and if there were any kicks the answer was that he could "get skinned or go naked." The most necessary part of the sailor's equipment was the sheath knife which was used about the ship and to repair his clothes, and it was this same implement that he used to cut his food!

Regular deck watches were kept, and in good weather the officers often winked their eyes if some of the men slept. Among sailors

this was called a "caulk," and often some kind of a joke was played on the sleeper. In one case they tied a live pig to the slumberer's feet and watched the fun from behind the try-works.

Whalers would rarely cruise past the Azores without stopping at Fayal, where they were most hospitably received by the American Consul, who for centuries was one of the Dabney family. In fact, the island is often referred to among whalemen as the "Isle de Dabney."

"Gamming" or exchanging visits between two whalers at sea was thoroughly enjoyed and gave a chance to the sailors to swap experiences, and many a weird, sorrowful, or wonderful story must have been related. An incident is recorded of a meeting between two brothers who had lived in Nantucket, and who had not met for twenty-three years. There is an old adage among whalers that when a year from home, on "gamming" with a ship that has sailed subsequent to your own departure, you have the privilege of begging; when two years out, of stealing; and when three years away from home, of both stealing and begging.

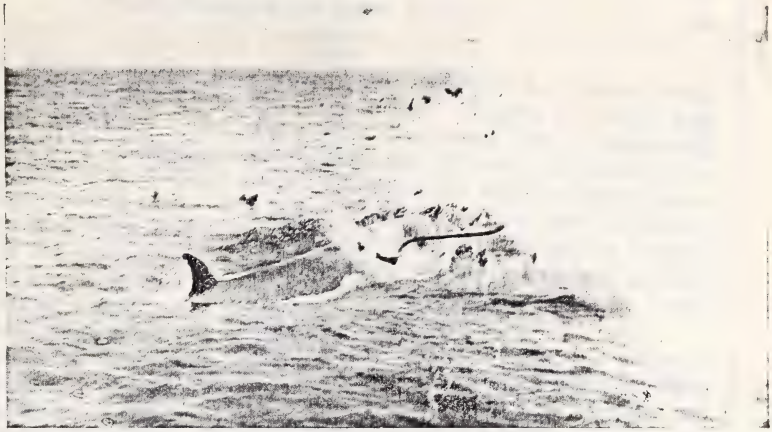
A New London ship was once holding a reception on board for some natives, and each of the crew was endeavoring in some way to amuse the guests. One seaman took out his set of false teeth, thinking he would provide entertainment; but instead the natives became so alarmed that they tumbled over the side into their canoes and made their retreat as quickly as possible. The crew was asked on shore for a return visit; but an invitation to the exhibitor of the teeth was not forthcoming, and he was obliged to remain alone on the ship, much to his disappointment. Captain Gardner of Nantucket stated that in thirty-seven years he spent only four years and eight months at home, and Captain North, also of Nantucket, figured that he had sailed one million one hundred and ninety-one thousand miles.

Nothing could have equalled the joy of returning home after a long voyage, and the anxiety to reach port was almost unbearable. Often a vessel ran into bad winds and had to anchor for days a few miles off shore, and there is one case known of a ship being blown to sea and lost after having actually come within sight of New Bedford Harbour.

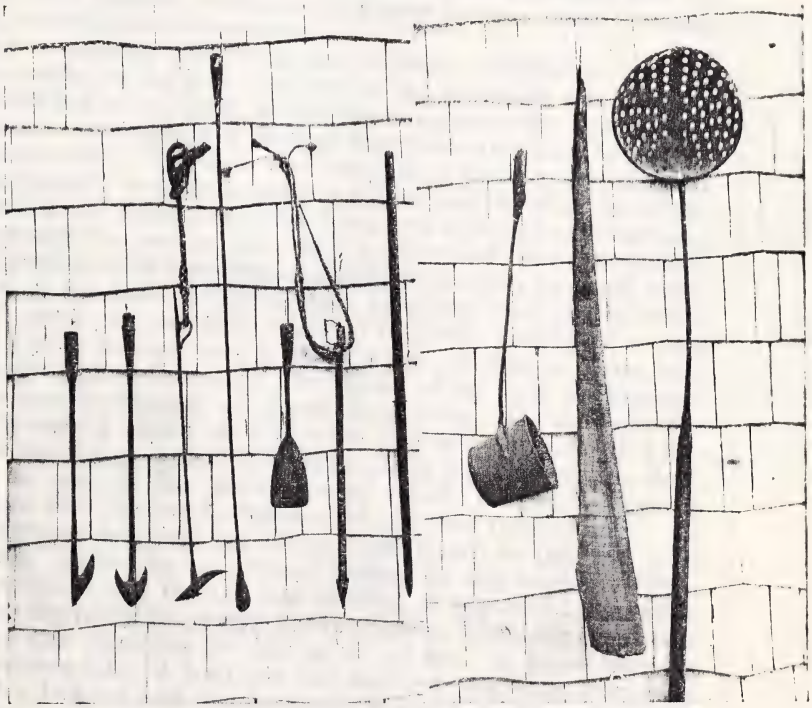
Many a whaleman has laughed at this story. It was customary for the first mate to keep the log book. One day he was intoxicated, so the captain entered the day's events, noting that "the mate was drunk all day." The next day the mate protested, but the captain said that it was true and must remain on the records. The mate resumed his charge of the diary, and got more than even with his superior officer by recording on the following day that "the Captain was sober all day."

WHALING IMPLEMENTS AND WEAPONS

The earliest method of killing whales was by means of the bow and arrow, and the first accounts of New England whaling refer to the harpoons as being made of stone or bone. There are three kinds, however, that have been popular among American whalemen: one had one barb



This picture, taken by Roy C. Andrews, Esq., of the American Museum of Natural History, on his last whaling expedition, shows a bomb exploding in a whale.



WHALING IMPLEMENTS.

Figure 1. Harpoon with one barb. Figure 2. Harpoon with two barbs. Figure 3. The "toggle iron." Figure 4. The lance for killing the whale by reaching its "life." Figure 5. A spade used in small boats for making holes in the blubber after capture and on the whaleship for cutting the blubber from the body of the whale. Figure 6. A bomb lance. Figure 7. The "boarding knife" used for making holes in the strips of blubber for the hoisting hooks. Figure 8. The dipper used to bail oil out of the "case," or head, and from the try-works into the cooler. Figure 9. A piece of whalebone as it comes from the whale. Figure 10. A strainer used for draining the scraps from the oil.

(Figure 1), shown on the preceding page; another had two barbs (Figure 2); and the third was the "toggle iron" (Figure 3), which has already been described. The edges were sharpened like a razor and were protected by a wooden cover when not in use. They were so sharp that Melville in "Moby Dick" describes his whaling hero, Queequeg, as shaving with one. The lance (Figure 4) which was used after the harpoon had been driven in "to the hitches," or its entire length, resembled a flat spoon, and was very sharp on the edges and on the point. The long line was attached to the harpoon, and shorter lines, called "monkey ropes," were made fast to the lances.

It has been shown by the records of one James Durbee, a veteran harpoon maker of New Bedford, that between the years 1828 and 1868 he made and sold 58,517 harpoons, and he was only one of eight or ten manufacturers of whaling implements in that one port.

An interesting and authentic anecdote of a lost harpoon describes how a Captain Paddock in 1802 struck a whale, which escaped with his iron, and in 1815, thirteen years later, the same captain killed the same whale and recovered his lost weapon.

A whaler is supplied with from four to seven whaleboats, three of which are usually on the port side, one on the starboard side near the stern, and the rest are on deck; it was the improved early canoe, sharp at both ends so as to make a dash at the whale and then be able to retreat just as easily. The floor was very flat so as to enable the boat to be turned quickly in order to dodge a sudden movement of the whale. The boat was about twenty-eight feet long, was equipped with one long steering oar and five rowing oars, and a sail which was occasionally used; also paddles were sometimes resorted to in order to avoid noise. In the bow of the boat two seven-foot harpoons were placed ready for use. A warp was securely fastened to them, and to this warp was secured, after the boat was lowered, a line of two or three hundred fathoms of the best manila two-thirds of an inch in diameter, and with a tensile strength of about three tons. It ran from the harpoons through a chock or groove in the bow to a coil in a depressed box near by, and then lengthwise along the boat to the stout loggerhead or post in the stern, around which it made a turn or two, and then went forward to the line tub near the tub oarsman. Its twelve or eighteen hundred feet of line were coiled in this tub, with every possible precaution to prevent fouling in the outrun. When the rope was coiled and the tub was covered, it was said to resemble a Christmas cake ready to present to the whales. The loggerhead was for snubbing and managing the line as it ran out. A spare line was carried in another tub. A boat was also supplied with extra harpoons, lances, spades, hatchet with which to cut the line if necessary, lanterns, box of food, keg of water, and compass, weighing, all complete, about twelve hundred pounds.

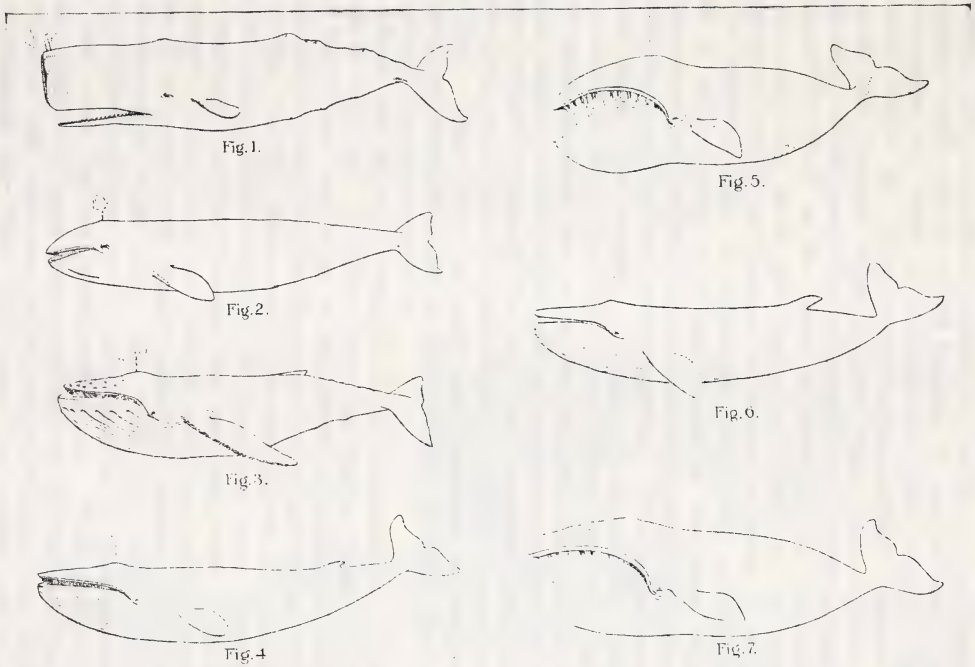
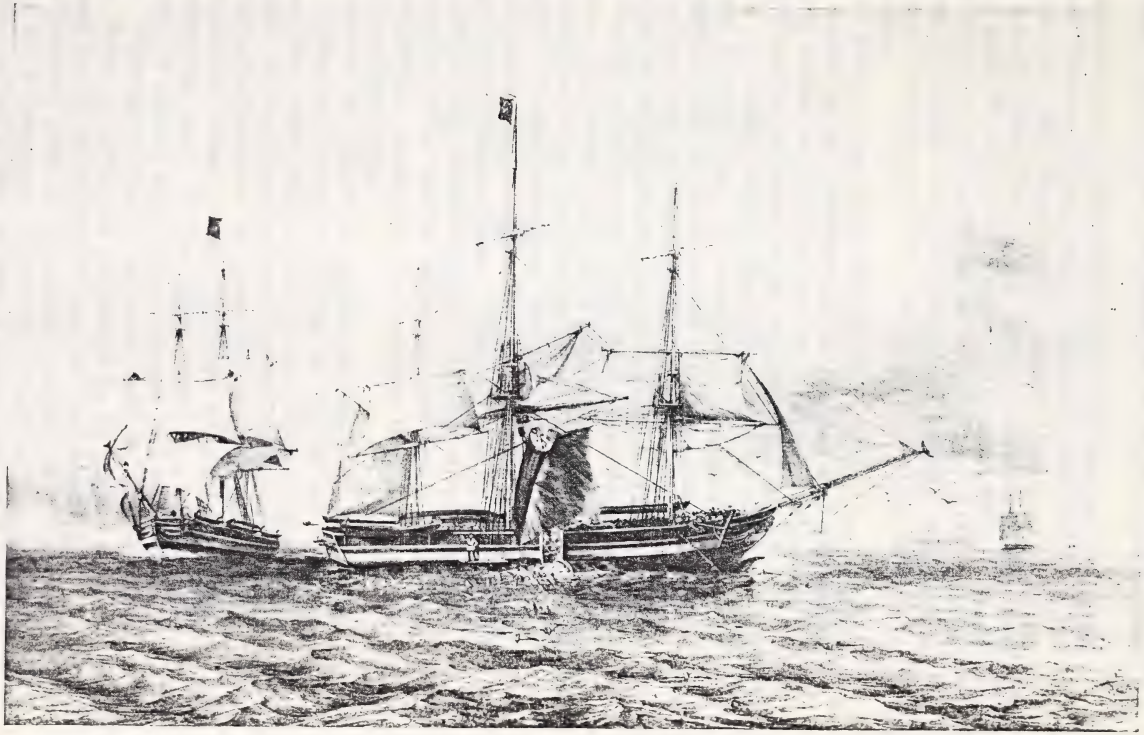


Fig. 1. The Sperm Whale (Physeter macrocephalus).
Fig. 2. The California Gray Whale (Rjachianectes glaucus).
Fig. 3. The North Pacific Humpback (Megaptera versabilis).
Fig. 4. The Sulphur Bottom (Sibbaldius sulfurens).
Fig. 5. The Bowhead (Balaena mysticetus).
Fig. 6. The Finback or Oregon Finner (Balaenoptera velifera).
Fig. 7. The Pacific Right Whale (Balaena japonica).

DIFFERENT SPECIES OF WHALES AND THEIR PRODUCTS

There are many different kinds of whales; namely, sperm whale, right whale, finback, humpback, razor-back, sulphur bottom whale, and the narwhal. The two former species are the more often sought after. The sperm whale was so called because it was the only kind that furnished sperm oil, which is a richer and more valuable fluid than the ordinary whale oil. This species was also called "cachalot." It has one spout hole through which it blows vapor (not water as is generally supposed), which resembles one's breath on a frosty morning; it has also about fifty teeth on the lower jaw which fit into sockets in the upper jaw, and very small eyes and ears. This kind of whale usually employed its mouth as a means of defence, whereas the right whale used its immense tail. A large-sized whale will yield about eighty barrels of oil, but they have been known to boil even larger amounts. Captain John Howland of New Bedford captured two whales which produced over four hundred barrels together. The tongue alone often produced twenty-five barrels. In order to attract the squid, or cuttle-fish, which is often lured by a shiny object from the dark recesses in the great depths of the ocean, the jaw and inner side of the Brobdingnagian mouth are lined with a silvery membrane of phosphorescent whiteness, which is probably the only thing the squid sees when the dark body of the whale is at the great depths to which it sometimes descends for food. Huge pieces of shark and hundreds of mackerel have been found in the stomach of a sperm whale, showing what a carnivorous animal the sperm whale is.

The right whale was so called because it was supposed to be the "right" whale to capture. It differs from the sperm whale chiefly from the fact that it has long strips of whalebone in its mouth which catch the small fish for food, the whalebone serving in place of the teeth of the other species. A right whale usually has about five or six hundred of these parallel strips, which weigh in all about one ton; they are over ten feet long, are fixed to its upper jaw, and hang down on each side of the tongue. These strips are fringed with hair, which hangs from the sides of the mouth and through which the whale strains the "brit," on which a right whale feeds. The "brit" is a little reddish shrimp-shaped jellyfish which occurs in such quantities in various parts of the ocean that often the sea is red with them. With its mouth stretched open, resembling more than anything else a Venetian blind, a sulphur bottom or right whale scoops, at a speed of from four to six miles an hour, through the "brit" just under the surface and thus sifts in its search for food a tract fifteen feet wide and often over a quarter of a mile long. As the whale drives through the water much like a huge black scow, the sea foams through the slatted bone, packing the jellyfish upon the hair sieve. When it thinks it has a mouthful it raises the lower jaw and, keeping the lips apart, forces the great spongy tongue into the whalebone sieve. It then closes its lips, swallows the



A ship on the northwest coast "cutting in" her last right whale, showing the jaw with the whalebone being hauled on board.

catch and repeats until satiated. Another difference between the sperm and the right whale is that the latter has two spout holes instead of one.

The sperm whale is found in the warm waters off the coasts of Chili, Peru, Japan, New Zealand, Madagascar, California, and Brazil; in the Caribbean, China, and Red Seas, in the Indian Ocean and Persian Gulf; off the Azores, Java, Galapagos, Society, Sandwich, Fiji, and Samoan Islands; and off the Cape de Verdes. The right whale is found in the high latitudes of the Arctic Ocean, in Baffin's Bay, in the Ochotsk Sea, near Tristan d'Acunha and the Desolation Islands, and in the Japan Sea. There were many other cruising grounds, but these were the most frequented.

The finback is even longer than the other varieties, but whalers rarely attack it owing to the thickness of the blubber and also owing to the fact that it swims so fast that, to use a favorite expression of whalemen, it "will run the nails out of the bottom of the boat."

The "narwhal," or nostril whale, has a horn five to ten feet long protruding forward from its jaw. This species is also spoken of as the "Unicorn." Opinions differ as to the use of this horn; some think it is used as a rake to turn over its food at the bottom of the sea, others think it is employed as an ice-piercer, but the author of "Moby Dick" suggests that it would make an exceedingly good folder for it to use in reading pamphlets. In ancient times this narwhal's tusk was used to detect poison in food and wine, the idea being prevalent that the tusk would be discolored if it came in contact with any poisonous substance. It is difficult in the present day to appreciate the wholesale fear of poison which existed up to quite modern times. This fear was so general and pressing that no one of any position dared to eat and drink without a previous assurance that what was set before him did not contain some poison. Some authorities vouch for the fact that the tusk was also used as salts for fainting women.

The chief products of the fishery are sperm and whale oil, whalebone, and ambergris. Spermaceti, meaning a foot of "sperm oil," was the most valuable and was found only in the sperm whale. This oil was formerly used chiefly in the manufacture of sperm candles, and at one time there were eight factories for the manufacture of these candles in New England, Nantucket alone turning out three hundred and eighty tons annually before the war. In the olden times this oil was considered a sure cure for almost any kind of disease and was worth its weight in silver. Shakespeare makes reference to it in these words—"The sovereign'st thing on earth was 'parmaceti for an inward bruise." At present it is used chiefly in making refined oils for lubricating.

Whale oil was procured from all the other varieties of whales, and was formerly used as an illuminant in the old "whale oil" lamps; it is used now to a certain extent in the tanning of leather and in the manufacture of soaps, but chiefly in making heavy lubricating oils.

Whalebone has been the most important product of the whale fishery for a number of years, and in fact whaling would undoubtedly have

died out altogether had it not been for the discovery of its use in making women's stays. Many a whaleman has lost his life in the endeavor to improve the female figure. It is a curious fact that fifty years or more ago this product was always thrown away as worthless. The value has gone down in the past few years on account of the invention of steel stays, which take the place of whalebone.

The high and low prices of these three commodities are of interest Sperm oil was $2.55 per gallon in 1866, and is 46 cents now. Whale oil was $1.45 per gallon in 1865, and is 26 cents now. Whalebone was $5.80 per pound in 1904, 8 cents in 1809, and is $1.75 now.

Ambergris, the rarest and most valuable of all the products, is a secretion from the intestines of the sperm whale and results from a disease. It is a very rare article and is worth almost its weight in gold, selling usually at $300 a pound. Its chief use is in the preparation of fine perfumeries. It is believed that the largest amount taken by one ship was brought back by the "Watchman" of Nantucket, which vessel found eight hundred pounds in 1858. Small amounts were sold every year in New Bedford even up to the year 1913. The Turks used it in cooking and also carried it to Mecca for the same purpose that frankincense is carried to St. Peter's in Rome. Some wine merchants used to drop a little into their wine as a spice, and it was said that the Moors used it in green tea as a flavoring to present to their guests.

The whale is used for food chiefly by the Japanese and Esquimaux, and a famous doctor belonging to the latter tribe some years ago recommended the blubber for infants. In fact, the whale would perhaps be considered a good dish were there not so much of him. Whale-meat is said by some to resemble boarding-house steak. In France, during the Middle Ages, the tongue was considered a great delicacy, and by some epicures the brains, mixed with flour, were much sought after.

The largest income received by the whalers of America in any one year was in 1854, when they netted $10,802,594.20, although the record size of the fleet was attained eight years before. The five years from 1853 to 1857 inclusive yielded a return of $51,063,659.59, the catch of each year selling for fifty per cent. of the total value of the whaling fleet. The total value of the cargoes from 1804 to 1876 was $331,947,780.51.

Captain W. T. Walker, of New Bedford, is called the counting-house hero of the American Whale Fishery. He purchased in 1848 an old whaleship called the "Envoy" that was about to be broken up, and when ready for sea this ship stood the owner $8,000. He could get no insurance; nevertheless he "took a chance," and after a three years' voyage he returned and had netted for himself the extraordinary sum of $138,450, or 1,630 per cent. The largest profit, however, was made by the "Pioneer" of New London, in 1865, the value of her cargo being $151,060. For a short voyage Frederick Fish, who has been mentioned before, holds the record for his ship the "Montreal," which brought back a cargo worth over $36,000 after a voyage occupying only two months and fifteen days.

There were many unprofitable voyages, and many were the ships that came home with barrels filled with salt water instead of oil for ballast. Some vessels, as whalemen say, didn't have enough oil to grease their irons.

METHODS OF CAPTURE AND "TRYING OUT"

"Whales has feelin's as well as anybody. They don't like to be stuck in the gizzards an' hauled alongside, an' cut in, an' tried out in those here boilers no more'n I do!" *Barzy Macks's Biology.*

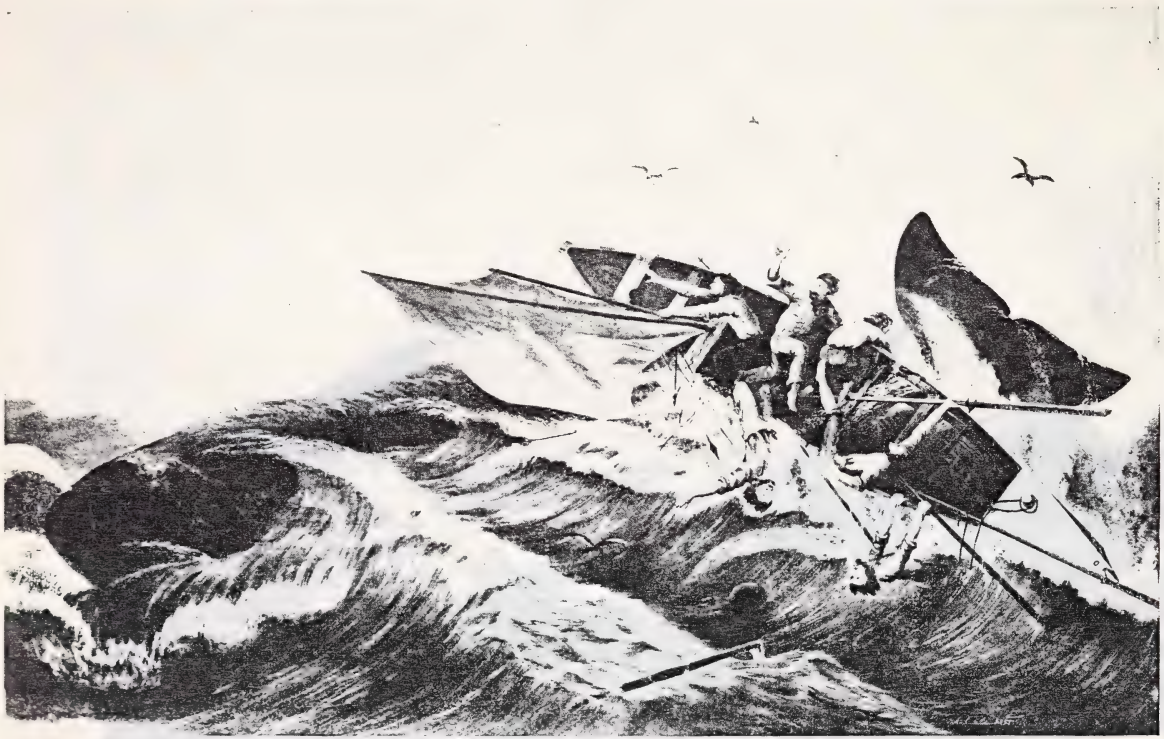
When the lookout at the masthead shouts out "Thar she blows," or "There she whitewaters," the whaleboats are gotten out and rowed towards the whale, while signals from the ship show from time to time the whereabouts of the whales and directions for their pursuit. The first man to "raise oil"—an expression which means the first to see a whale—usually received a plug of tobacco or some other prize, and this made the lookouts more keen.

In "Moby Dick" Melville says that the crew pulls to the refrain "A Dead Whale or a Stove Boat," which became such well-known by-words among whalemen that when Mr. W. W. Crapo last year presented to New Bedford "The Whaleman" statue, they were inscribed upon it. When rowing in a rough sea the captain cautioned the men to trim the boat and not to "shift their tobacco."

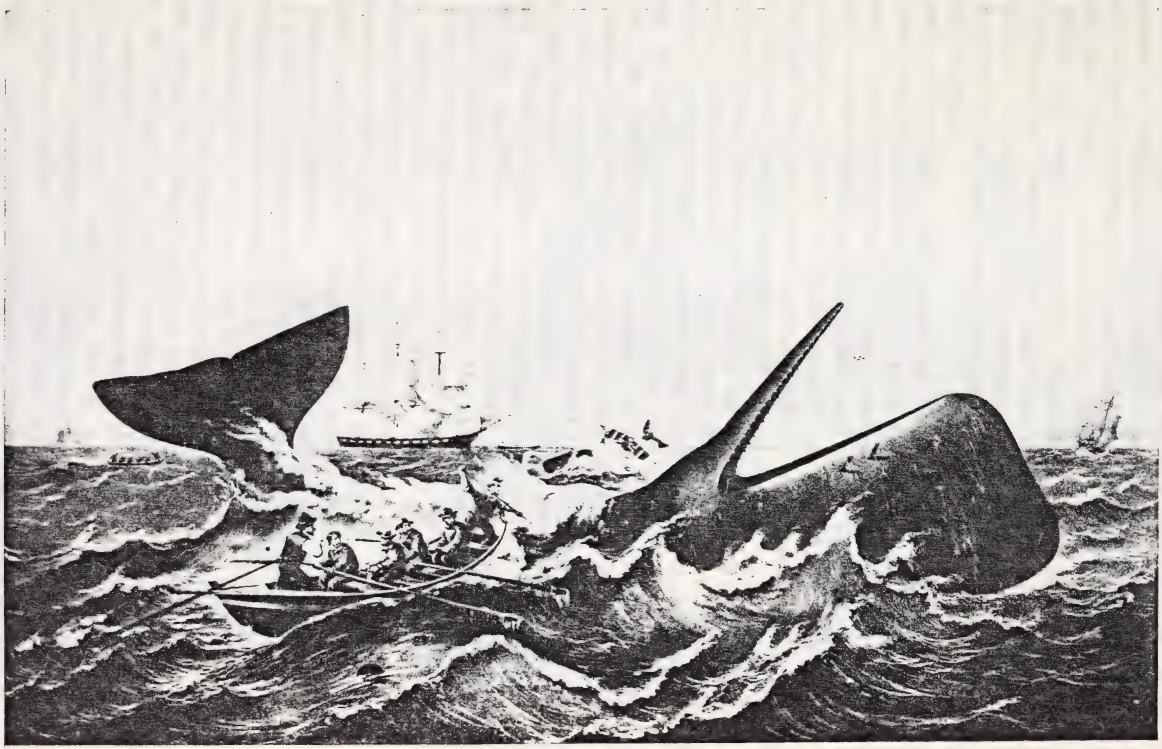
As they approach the whale the bow oarsman, who is the harpooner, stands up at a signal from the captain of the boat, who is steering, and yells out to "give it to him." The next order is probably to "stern all" in order to avoid the whale. The boat is probably now fast, and either the whale will sound and run out the line at a terrific rate or else he may race away dragging the boat after him, which whalemen call "A Nantucket Sleigh-Ride." This kind of sleigh-ride was often at railroad speed and was perhaps one of the most exhilarating and exciting experiences in the line of sport. An empty boat would certainly capsize, but a whaleboat had six trained, strong, athletic men sitting on her thwarts, whose skill enabled them to sway their bodies to the motions of the boat so that she would keep an even keel, even though her speed might plough small valleys over the huge swells and across the broad troughs of an angry Pacific, and great billows of foam piled up at her bow while the water rushed past the stern like a mad whirlpool. The greatest care must be taken not to allow the line to get snarled up or to let a turn catch an arm or leg, for it would result in almost immediate death to the person thus entangled. Conan Doyle, who once took a trip on a whaler, tells of a man who was caught by the line and hauled overboard so suddenly that he was hardly seen to disappear. One of the men in the boat grabbed a knife to cut the line, whereupon another seaman shouted out, "Hold your hand, the whale'll be a good present for the widow!"

There is one case known where a man who had been hauled down by the line had the presence of mind to get out his knife and cut the rope,

No. 1. "The Chase." A rare New Bedford print.



No. 2. "The Conflict," showing ratchet in bow through which the line is run, and post in stern around which line is placed.



No. 3. "The Capture." A whale will usually turn on its back when dying.

which allowed him to come to the surface more dead than alive; also occasionally the entangled arm or ankle would be torn off, thus freeing the man and allowing him to rise.

Two harpoons were thrown if possible, and then it was customary for the harpooner to exchange places with the boat-steerer, who got ready his lance, which he plunged in and hauled out again until the whale went into his "flurry" and rolled over dead, or "fin out" as it was called. Often the whale would get frightened or "gallied," or would jump in the air or "breach," and therefore great care was taken to avoid his attacks. When the whale "breaches" the tail becomes very conspicuous, and one old salt used to say that an additional tail appeared after every glass of grog.

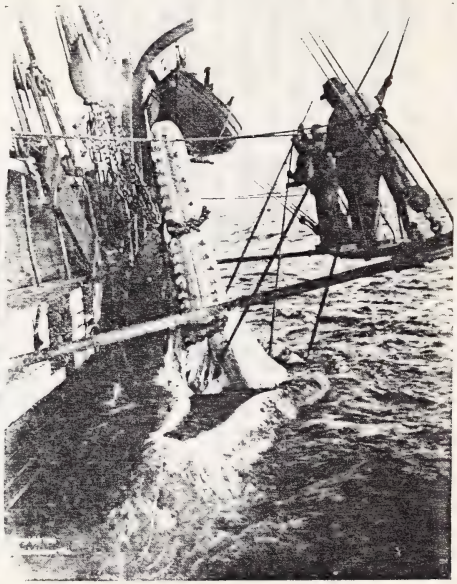
Scoresby speaks of a whale which drew out from the different boats ten thousand four hundred and forty yards, or nearly six miles, of rope. It was necessary when the line of one boat was nearly exhausted to bend on the end to a new rope in another boat and so on, and of course often miles of rope and many harpoons would be lost if the whale escaped. When the line was drawn out rapidly it was necessary to pour water over the snub post to keep the rope from burning.

There have been races almost as exciting as a Harvard-Yale race when the boats of different nations have been dashing for a whale, which is prized at between three thousand and four thousand dollars. Many years ago an English, a French, a Dutch, and an American ship lay becalmed in the Pacific, when suddenly a whale was "raised." All four ships lowered and raced across the waters, with the American in the rear. In a few minutes the Yankee passed the Dutchman, who yelled "donner und blitzen!" The American captain encouraged his men by shouting "Thar she blows, she's an eighty-barreler, break the oars, lads!" and soon the French were left astern with curses of "Le diable." The Englishmen were still ahead; the American boat-steerer now began to help the stroke oarsman by pushing his oar, and their boat crept up slowly upon their only rivals. The English boat-steerer also grabbed his stroke's oar, but it snapped off at the rowlock, and the Americans overtook them and captured the whale. Another international race took place in Delagoa Bay, which has become a classic among American whalemen. Again an English and a Yankee whaleboat were chasing a whale, and, in some manner, the former was able to cut in between the whale and the Americans, and as the English harpooner was reaching for his iron, the American harpooner "pitch-poled" his harpoon over the English boat, and his iron made fast.

After a capture came the long, hard row back to the ship, then the tedious process of "cutting in" and "trying out." First of all the head, or "case," was cut off and tied astern while the strips of blubber were cut from the body and hauled on board, as next shown, by means of huge tackles from the mast. Blubber averages in thickness from twelve to eighteen inches, and if cut four and one-half inches thick would carpet a room sixty-six feet long by twenty-seven wide. Then the head was either bailed out, if it were a sperm whale, or else

A "cutting" stage, showing blubber being stripped from the whale.

Hauling the "case," or head, on board. The case weighs sometimes as much as 30 tons.



Cutting off the lower jaw of a sperm whale, showing the teeth.

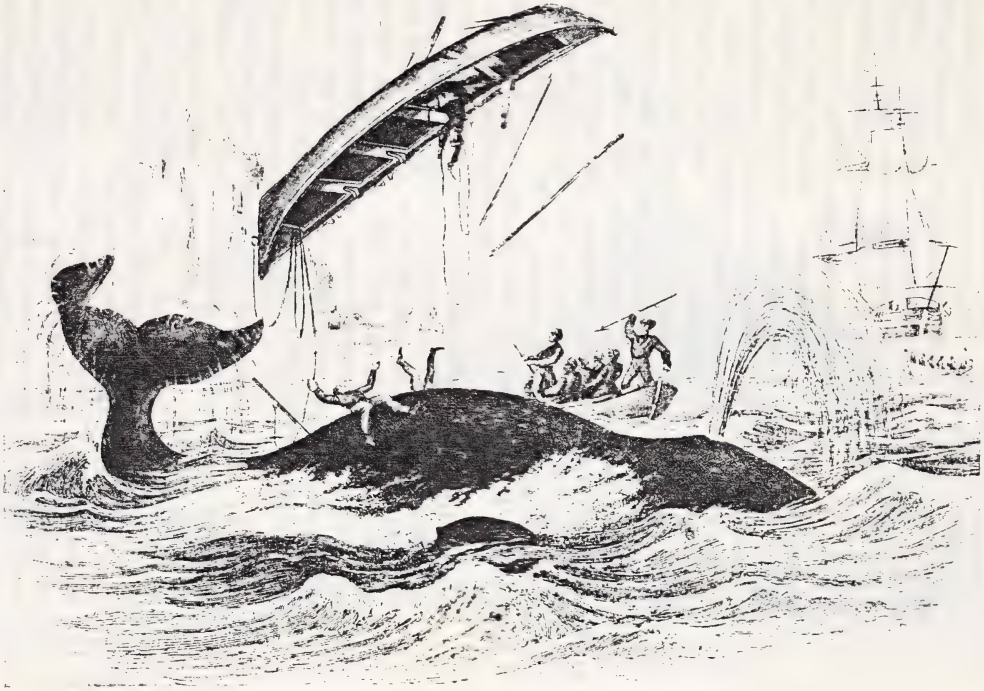
the whalebone was taken in, if it were a right whale. The strips or "blanket pieces" were then minced, and after boiling, the oil was cooled and stored away in barrels below deck. The "try-works" consisted of iron pots set in brick furnaces, and there were pans of water underneath to prevent the decks from burning. This process of boiling the oil was most irksome and disagreeable as the men were soaked in oil from head to foot, and the smell of the burning fluid was so frightful that it has often been alluded to as Hell on a large scale, and was usually called a "squantum," which is the Nantucket word for a picnic; nevertheless, old whalers delighted in it.

It is a superstition among some whalemen that a ship which for once has a sperm whale's head on her starboard quarter, and a right whale's on her port side, will never afterwards capsize.

THE PERILS OF WHALING

Whalemen not only had to undergo the perils of the sea, but in addition ran the danger of being killed by the whale and of being attacked by savages at the ports where it was often necessary to land for food and water. Also in cases of accident the whaleship was usually off the regular cruise followed by the merchantmen and therefore less likely to be assisted by other vessels. Furthermore, the long voyages, poor food, and the many dangers of whaling induced many mutinies.

The worst massacre occurred on the "Awashonks," of Falmouth, in 1835, near the Marshall Islands. The natives came on board in large numbers and seemed most friendly, when, on a given signal, they killed the captain and many of the crew. Finally the seamen laid a charge of dynamite under a hatchway where the savages were sitting, and blew most of them to pieces, the crew being then enabled to recapture the vessel. A few years later, when the "Sharon" of Fairhaven was cruising not far from Ascension Island, the crew lowered for a whale, and upon returning to the ship it was discovered that three of the "Kanaka" crew, recently engaged, had taken charge of the ship and had killed the captain. The first mate in the whaleboat did not dare attack, but the third mate, Benjamin Clough, who was only nineteen years old, swam to the ship in the darkness, climbed up the rudder, shot two of the mutineers, and had a hand-to-hand encounter with the third, who died soon afterwards. The first mate then returned on board. Clough was made captain of a ship immediately upon his return to Fairhaven. Still another mutiny took place on the ship "Junior" which sailed from New Bedford in 1857, most of the officers being killed. Plummer, the ringleader, wrote a story of the mutiny in the log book, which is now in the possession of the New Bedford Library, and the account was signed by the five mutineers in order to clear the rest of the men on board. The five murderers on sighting land lowered two whaleboats with all the plunder they could find and rowed ashore. The mutineers were subsequently captured and were brought in cages to Boston, where they were defended by



A whale playing battledore and shuttlecock with a 1200-pound whaleboat and six men.

Benjamin F. Butler. Davis, the author of "Nimrod of the Sea," mentions a quarrel on board the "Chelsea," which ended by the men all signing a "round robin" to return to duty, and in order that no name should head the list the signatures were set down in a circle, like the spokes of a wheel, from which possibly comes the word "ringleader."

The most fearful mutiny happened on the "Globe" of Nantucket, in 1822. A boat-steerer called Comstock laid a plot which resulted in the death of all the officers of the ship, and those who were not killed outright were thrown overboard. Comstock then took charge of the ship, and stated that if any man disobeyed him, he would be put to death by being boiled in the "try-pots." The ringleader was finally killed by some of the crew, and the ship brought into port.

Captain Warrens, of the whaler "Greenland," in 1775, told a most thrilling narrative, which shows the perils of Arctic whaling, and is the most weird and grewsome of all whaling yarns. While becalmed one day he sighted a vessel with rigging dismantled, and he immediately lowered and rowed over to her. Upon boarding the ship he found seated at the cabin table the corpse of a man. He held a pen in his hand, and the log book was on the table in front of him. The last entry was "Nov. 14, 1762. We have now been enclosed in the ice seventeen days. The fire went out yesterday and our master has been trying ever since to kindle it again without success. His wife died this morning. There is no relief." Other corpses were found in the cabin and a number of sailors in the forward part of the ship. The vessel had been frozen in the ice for thirteen years!

There are many exciting accounts of accidents to whaleboats, and a few are worth mentioning. Captain Sparks, of the "Edward Lee" of Provincetown, in 1881, chased a whale and finally lost him. He and his crew endeavored to find his ship, but for some reason were unable to do so. The nearest land was one thousand miles away, and with no food or water the prospect was not very encouraging. For six days they sailed on, when by good fortune they killed a whale, and finally were picked up and brought to land.

Another incident shows how a whale will sometimes fight. Captain Morse, of the "Hector" of New Bedford, had his boat attacked by a whale, which grabbed the bow in its mouth, shaking the crew and implements in all directions. The mate came to the rescue, and the whale at once started to chase his boat, snapping its jaws less than a foot behind the stern. The crew rowed desperately and succeeded in dodging its attacks, until finally the animal turned over to get more air, and a well-driven lance luckily killed it. The harpoons of the "Barclay" were found in it, and it was learned that this same whale had killed the "Barclay's" captain only three days before. Another incident shows the fierceness of the attack of a fighting whale. The "Osceola 3rd," of New Bedford, shot thirty-one bombs into a whale before it was killed.

Captain Davis, in "Nimrod of the Sea," mentions an occurrence in which a whale attacked one of the men who had been hauled from the

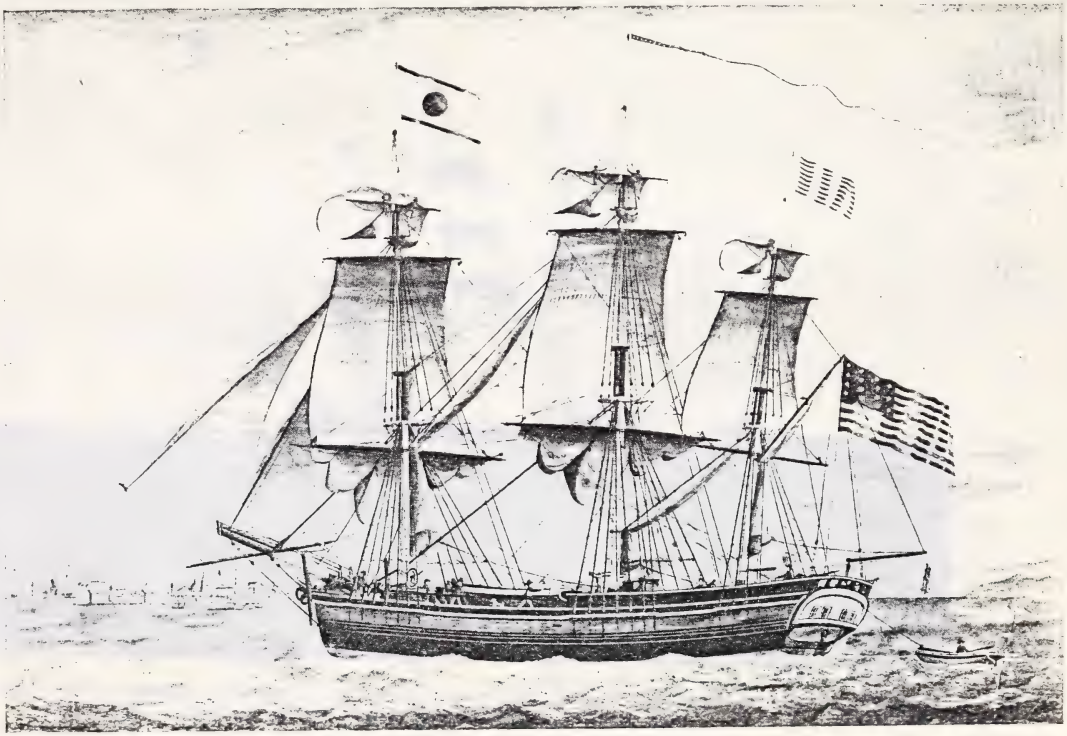
A whale is often fond of eating whaleboats and men.

whaleboat. Then ensued a fight, and every time the monster swam for him he was obliged to dive. The mate rushed into the encounter with his boat and finally succeeded in killing the whale. Another captain described how the crew of his whaleboat was obliged to cling all night on the body of a dead whale until help came at daybreak. It happened to be Christmas evening, and the famished men obtained their Christmas dinner by digging from the back of the dead animal enough meat to satisfy their hunger. If a whaleboat were upset, and it was seen that the crew had something to hold on to in order to prevent going under, it was often a long time before the other boats rendered assistance, it being a truism among whalemen that whales were of much higher commercial value than men.

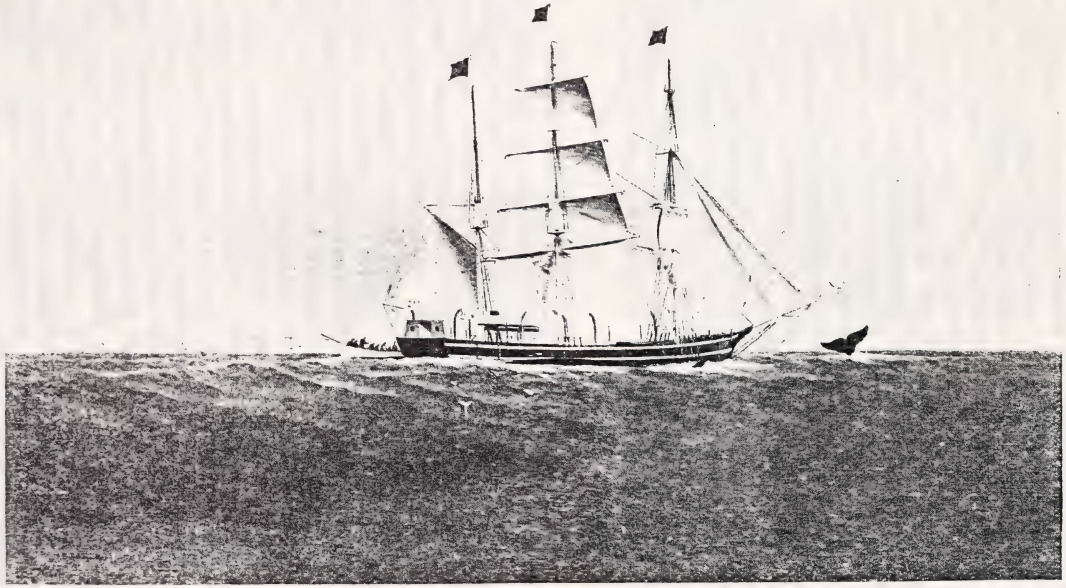
Captain Hosmer, of the bark "Janet" of Westport (near New Bedford), met with a horrible experience off the coast of Peru in 1849. He had just secured a whale, and in towing it back to his ship his boat was capsized. He immediately displayed distress signals, and the "Janet" sailed towards the men who clung to the small boat, when suddenly, to his amazement and horror, the ship swung off and headed in another direction. They could see her sailing about searching for them, but were unable to attract her attention, and finally, as the distance between them increased, they set sail towards the nearest land, after bailing out their boat with difficulty, and having lost one man by drowning. The nearest coast was over one thousand miles away, and they had not a drop of water or a morsel of food. At the end of seven days lots were cast to decide who should be killed in order that the rest might live. Four more of the crew died, and after twenty days the two survivors landed on an island and were later picked up by the "Leonidas" of New Bedford.

There are three cases known to history of a whale sinking a ship. The "Essex," of Nantucket, was attacked by a huge whale in 1819, and twice did the animal make a rush at the ship, which became submerged in a few minutes. Owen Chase, the first mate, wrote an account of the accident and subsequent sufferings of the crew. Three whaleboats set sail for the Marquesas Islands. One boat was never heard from; another was picked up by an English brig with only three of the crew alive; and the third with only two survivors, having sailed over twenty-five hundred miles, was picked up by a Nantucket vessel, *three months* after the accident. Captain Pollard, who was in command of the "Essex" at this time, had previously been one of the crew on Fulton's "Claremont" on his first trip up the Hudson. He survived the frightful experience, but nothing could induce him ever to refer to it. He finally abandoned the sea and became a police officer in Nantucket.

The "Ann Alexander" of New Bedford, which is shown in the next cut, met a similar fate in 1850, and the ship sank so quickly that only one day's supplies were saved. With the horror of the "Essex" staring them in the face the crew set sail in the small boats, and with great good fortune in two days sighted the "Nantucket" and were taken



The "Ann Alexander" of New Bedford.



The "Kathleen" of New Bedford sinking in mid-ocean, having been "stove" by a monster whale. Flags at the mastheads are signals for the three whaleboats to return.

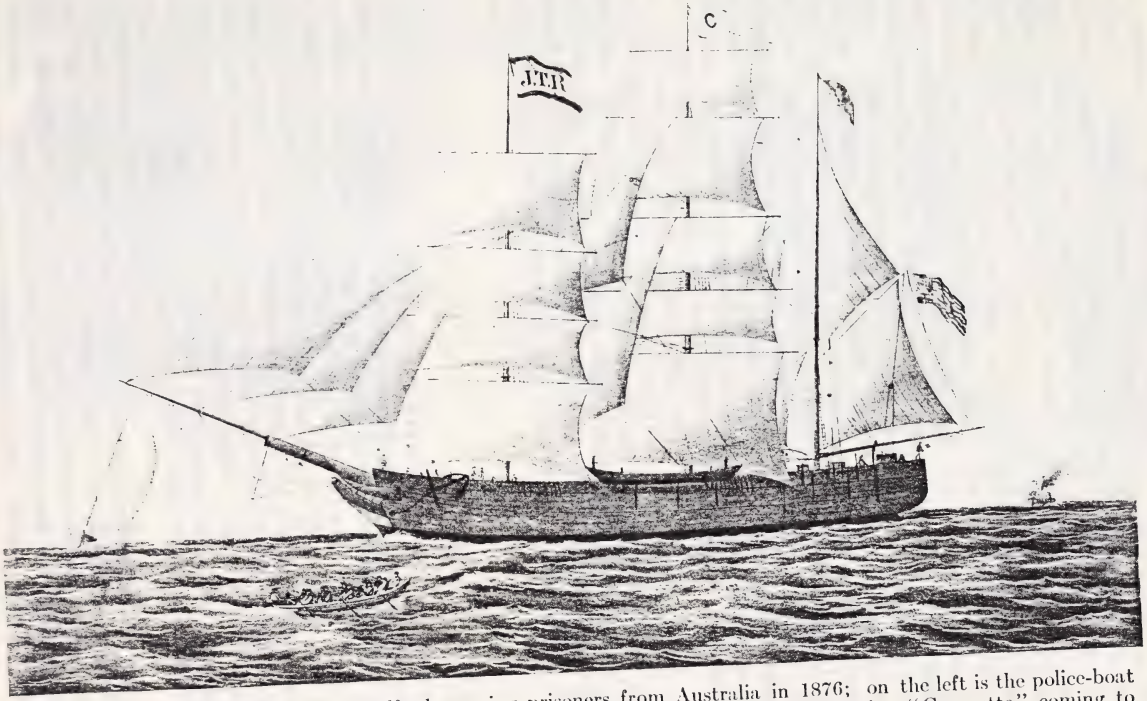
on board. Five months after this incident the "Rebecca Sims," of New Bedford, killed a whale, and to the great surprise of the crew, the irons of the "Ann Alexander" were discovered in its body, and there were also several pieces of the ship's timber imbedded in its head.

The latest of the three accidents happened to the bark "Kathleen" in the Atlantic Ocean in 1902, and the picture shows her about to sink after having been rammed by a whale. The three flags at the mastheads are signals to the three boats to return at once, but as each one was fast to a whale, they were loath to obey the signals. The whale showing its "flukes" at the right of the picture is the one that stove the hole in the vessel. The "Kathleen" also had a whale alongside, making four just captured. The accident meant a loss, not counting the vessel and oil on board, of ten to twelve thousand dollars. Captain Jenkins, who was in command, lowered with Mrs. Jenkins, a parrot, and nineteen of the crew, and with difficulty rowed to the other boats, which took in their share of the men from the captain's overcrowded one. Captain Jenkins declares that the parrot, when removed from its home on the "Kathleen," swore that "he would be damned if he'd ever go to sea again!" Three boat loads were discovered by a Glasgow ship, but the fourth had to sail over one thousand miles to the Barbadoes. Captain Jenkins is to-day living in South Dartmouth. He has written a small volume on the loss of his ship and is such a well known whaleman that he was one of those who occupied the platform at the time of the unveiling of "The Whaleman" statue.

THE "CATALPA" EXPEDITION

While not primarily a whaling voyage, the "Catalpa" Expedition should be outlined in any account of whaling adventures.

A number of Irish subjects who had joined the Fenian conspiracy of 1866 had been banished to Australia for life and were serving in the English penal colony at Freemantle. John Boyle O'Reilly had escaped with the aid of a whaleship and immediately began to form a plot to release his fellow prisoners. O'Reilly suggested a whaleship for the rescue, chiefly because it would create little suspicion, as whaleships were frequently seen off the coast of Australia. Captain H. C. Hathaway, who was the head of the night police force at New Bedford, was then consulted, and he recommended their approaching a certain George S. Anthony, a most successful whaler. Accordingly a meeting was held in a dark room, and Captain Anthony finally accepted the leadership of the expedition, probably not realizing fully the danger involved. The "Catalpa" was selected, and she sailed from New Bedford on April 29, 1875, not even an officer sharing the secret with the brave commander. The ship actually captured whales and finally arrived off Bunbury on the coast of Australia. In the mean time a man called John J. Breslin, who used to be a freight agent in Boston, had gone to Australia with a fellow conspirator to arrange the land end of the scheme. On the day appointed Captain Anthony rowed ashore with



Whaling-bark "Catalpa" of New Bedford rescuing prisoners from Australia in 1876; on the left is the police-boat racing to intercept the convicts in the rowboat, and on the right is the English armed cruiser "Georgette" coming to the assistance of the police. The prisoners barely escaped.

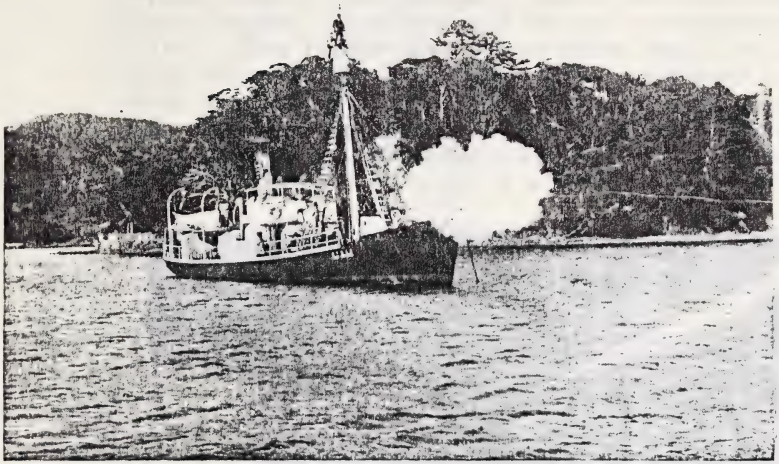
his crew, and with great difficulty Breslin and his six prisoners, who had escaped from their work in the woods, were placed on board the rowboat, which set out to sea to join the "Catalpa," some miles off shore. A storm came up, but by good fortune and skilful seamanship, after a whole day and night, the "Catalpa" was sighted. At the same time the English cruiser "Georgette" was seen coming out of Freemantle in search of the refugees. By great luck for some reason she never noticed the small whaleboat and after questioning the "Catalpa" put back towards the shore. The rescued and rescuers rowed on and finally were observed by the men on the "Catalpa." At the same time Captain Anthony noticed with horror that there was an armed guard boat almost as near the "Catalpa" as was his boat. It was a terrific race, but the whaleboat arrived a few seconds ahead and the occupants climbed on board; the officers had lost, and the prisoners were free. The rescued men knew their pursuers and, leaning over the rail of the "Catalpa," wished them "Good morning," and there was nothing for the officers to do but to answer them in the same tone. When the captain reached home he weighed one hundred and twenty-three pounds, having lost thirty-seven pounds on the voyage, through worry and excitement. The police of Western Australia endeavored to get these prisoners returned, but as their letter was addressed to the same Captain Hathaway who assisted the plotters of the expedition, there was not much help in this direction!

It is a very curious fact that at the precise moment that Disraeli was telling the House of Lords that he would not release these prisoners they were free on the Yankee ship. Receptions were held in New Bedford and Boston in honor of Captain Anthony and the other rescuers, and the daring captain will always be a hero with the Irish people.

DECLINE OF WHALING AND THE CAUSES

The first whaler to sail from San Francisco was the "Popmunnett" in the year 1850, and for thirty years after there were a few whaleships registered in this port. Steam whalers were introduced into the American fleet in 1880, when New Bedford sent out one, but it was the adoption of steam and the proximity to the Arctic that made San Francisco a whaling port at the time other places were giving up the pursuit. In 1893 there were thirty-three vessels enrolled there, many of which had been transferred from the Eastern cities. Since 1895 Boston, New Bedford, Provincetown, and San Francisco have been the only places from which whalers have been regularly registered, and in 1903 Boston recorded her last whaleship.

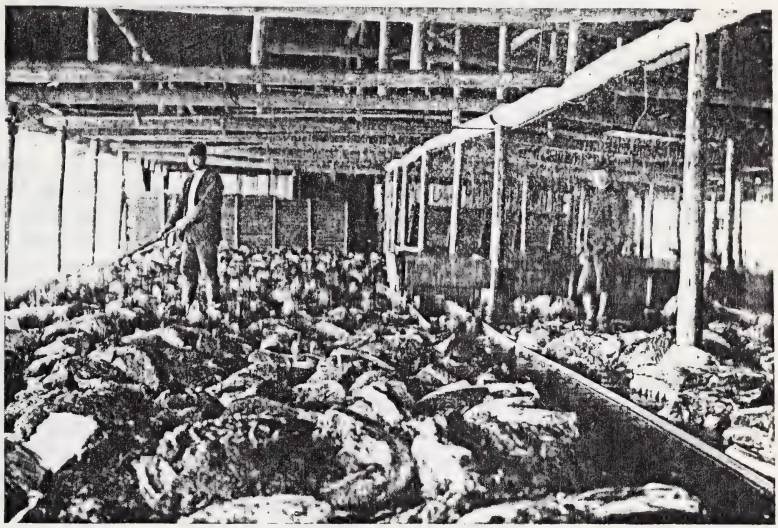
There are a number of reasons for the decline of the whale fishery, but the chief factor was undoubtedly the introduction of kerosene. The opening of the first oil well in Pennsylvania sealed the fate of whaling. Henceforth sperm candles were used for ornament, and whale oil lamps soon became interesting relics. Other causes doubtless con-



A modern steam whaler in the act of shooting a harpoon gun.

The modern harpoon gun, showing line with which to hold the whale.

tributed to this rapid decline; for instance, the financial crisis of 1857; the uncertainty of the business, especially since Arctic whaling was begun in 1848; the increased cost of fitting out the ships for longer voyages; and the California gold craze in 1849, when many crews and officers deserted. Also the rise of the cotton industry from about 1850 to 1875 in New Bedford drew a great deal of capital from the uncertain whale fishery to the more conservative investments in cotton mills, which were successful from the very start. As whaling died out the mills were built up, and it is owing to these same mills that the city was saved from becoming a deserted fishing village. Then later even the lubricating oils began to be made from the residuum of kero-



Whale-meat in Japan awaiting shipment to market. It is sold to the poorer classes in all the large towns at prices which range from 7 to 8 cents a pound. One whale yields as much meat as a herd of 100 cattle.

sene, and about the same time wax was invented for candles, which again robbed the whaling industry of another market for oil. Soon came the Civil War, in which many vessels were captured or destroyed, then followed the sinking of forty or more vessels of the Charleston Stone Fleet described elsewhere, and finally came the Arctic disasters of 1871 and 1876, all of which hastened the end of the industry.

WHALING OF TO-DAY

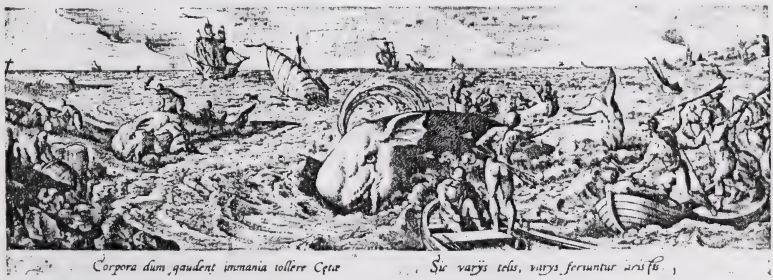
Whaling will doubtless be carried on from San Francisco in a small way as long as there is any demand for whalebone, and from New Bedford and Provincetown while there is any market for sperm and

whale oil. Most of the Pacific steam whalers are now provided with a harpoon gun invented by Svend Foyn, a Norwegian. This gun is placed in the bow, and to the harpoon is attached a rope with which to play the whale, as one does a fish with a rod and reel, but there is little romance in this method of whaling.

In modern whaling the flesh is made into guano and the bones and blood into fertilizer, and even the water in which the blubber has been "tried out" is used in making glue. The meat is to-day sold to Japan, and, if the weather is very cold and the supply of fish is limited, a whale might bring there as much as four thousand dollars by utilizing all the by-products as well as the meat, which is sometimes canned. In America a whale is now valued at about two hundred dollars, but, if the entire carcass is utilized, it might bring one thousand dollars.

From the *Whalemen's Shipping List*, still published in New Bedford, it can be figured that the total whaling fleet in America last year (1913) consisted of thirty-four vessels, twenty hailing from New Bedford, eleven from San Francisco, two from Provincetown, and one from Stamford, Conn. The Atlantic fleet, however, reported a total catch of over twenty thousand barrels of sperm oil and one thousand pounds of whalebone during the year 1913, which is a considerably larger amount than for the year previous.

Whaling in stout wooden ships on the far seas of the East and the West is no longer carried on, for the glory and the profit of the industry have gone never to return. Substitute products have come in, and to-day the little whaling that is still done is along the coasts of the Antarctic and Arctic Oceans, off the shores of Western Africa, Northern Japan, New Zealand, California, and South America, and in the main it is carried on in stout iron steamers. Ere long the last whaleship will disappear from the sea and only the romance of a great industry will remain.



A very old picture of whale-killing in the 17th century.

SOME INTERESTING BOSTON EVENTS

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PRINTED FOR THE
STATE STREET TRUST COMPANY
BOSTON, MASS.

Compiled, arranged and printed by direction of
Walton Advertising & Printing Co.
Boston, Mass.

FOREWORD

It has been the aim of the State Street Trust Company to select for this the tenth pamphlet in its series, historical events associated with Massachusetts, particularly Boston, and at the same time to choose events of a varied nature in order to interest as many readers as possible. Certain of the better known subjects have been purposely omitted, as it was thought that a selection of somewhat less known, though perhaps equally important, events would prove of greater interest.

For assistance in preparing the present pamphlet the Trust Company desires to give credit first of all to the officers of this Company; then to the late Governor, Curtis Guild, for valuable suggestions as to the subject-matter; also to Mr. Samuel Morison for other suggestions; to Mr. Otto Fleischner, of the Boston Public Library, for valuable assistance in the selection of reference books; to Mr. C. K. Bolton, of the Boston Athenæum, and Mr. Charles F. Reed, of the Bostonian Society; to Mr. P. K. Foley and Mr. C. E. Goodspeed for assistance covering certain pictures and references.

For assistance on specific subjects the Company wishes to thank Mr. Louis A. Cook for help in connection with the account of the first settlement in Boston Harbour; Prof. A. Lawrence Lowell, of Harvard College, Mr. William C. Lane, of the Harvard College Library, and Mr. Roger Pierce, for information furnished in regard to "Fair Harvard"; Dr. J. Collins Warren and Mr. C. K. Bolton for their assistance in obtaining certain facts in connection with the Old North Church; Mr. Charles H. Taylor, Jr., Miss Clara Parker, of the Nantucket Athenæum, Miss Anne W. Bodfish, Secretary of the Nantucket Historical Society, Mr. George H. Tripp, Librarian of the New Bedford Library, and Mr. William Rotch for information concerning Mr. Rotch's Counting House in Nantucket; Mr. C. H. W. Foster, Mr. W. S. Crane, and Mr. William Sumner Appleton for suggestions in regard to the Province House; Mr. F. H. Curtiss, of the Boston Federal Reserve Bank, for books and information furnished in regard to the United States Branch Banks; Mr. Eric Pape and Dr. Robert T. Moffatt for information and photographs furnished concerning the frigate *Constitution*. Mr. J. Paulding Meade, of Boston, Mr. Charles W. Noyes, of New York, and Mr. Ricker, of Islesboro, Maine, for assistance concerning the Penobscot

Expedition; Mr. Henry M. Faxon, of Quincy, Mr. Harold J. Coolidge, and Mr. J. S. Lawrence for their help in connection with the history of the Granite Railway Company; Dr. J. Collins Warren and Dr. Washburn, of the Massachusetts General Hospital, for suggestions and assistance concerning the first ether operation; Mr. Thomas A. Watson, Mr. Philip L. Spalding, President of the New England Telephone and Telegraph Company, and Mr. George W. Dennison, Vice-President of the American Telephone and Telegraph Company, for valuable help given in the preparation of the account of the first telephone message, and Mr. S. H. Levangia, Manager of the New Palace Theatre, for his kindness in allowing photographs to be taken; Mr. J. T. Wheelwright for information concerning the Boston Common; Hon. Louis A. Frothingham, Mr. Thomas E. Pedrick, Sergeant at Arms at the State House, and his secretary, Miss Ellen M. Burrill, for information and help in connection with the Return of the Flags, also Mr. Edward Simmons for permission to use a photograph of this painting; Duffield & Co. for permission to reproduce illustrations; and Mr. Edwin F. Rice, of the Boston Public Library, for help in connection with the story of Dickens' Walking Match.

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AN ENGLISH CARICATURE ENTITLED "BOSTONIANS IN DISTRESS," NOVEMBER 19, 1774.

The Yankees are shown as prisoners in a cage on Liberty Tree and are being fed with codfish. The print is dated 1774. It may be seen on the walls of the State Street Trust Company.

Some Interesting Boston Events

THE FIRST PERMANENT SETTLEMENT IN BOSTON HARBOUR

TO Sir Ferdinando Gorges and his son Robert belongs the credit for the establishment in 1623 of the first enduring settlement in Boston Harbour, at Wessagusset, now Weymouth, at a point on Phillips Creek, above the present Fore River Bridge. The Norsemen ventured near our coast over six hundred years before; the Cabots from Spain, backed by the English, had explored our New England ports; Captain John Smith had actually entered Boston Harbour and made a map, and Myles Standish visited the Indian camps along the Mystic River. Even as late as 1622 an expedition sent out by Thomas Weston had established a trading post at Wessagusset, which was abandoned in a short time.

Ferdinando Gorges, who was a great friend of Sir Walter Raleigh and enjoyed the confidence of King James to such a degree that that monarch appointed him Governor of Plymouth, England, had for years dreamed of a colony in the new world. His ambition was to establish a principality of a permanent character. For sixteen years he struggled and pleaded his cause before King and courtiers and made fruitless attempts at starting settlements on the Maine Coast. He had been given the title "Lord of Maine." When, in 1623, his son Robert returned from the Venetian wars he felt that the opportunity for favorable action had arrived, and accordingly the first meeting of the "Council of New England"—which had been granted a patent by the Crown in 1620 and was composed of forty persons—was held at Greenwich, England, on June 29. Among those attending the meeting were the Duke of Buckingham, the Duke of Richmond and a number of other notable peers. The territory covered by the patent lay on the northeast side of Boston Bay with a sea front of ten straight miles, including all the islands within a league of the shore, and extending thirty miles into the interior.

As a result of this meeting an expedition set out in the midsummer of 1623 under the leadership of Robert Gorges as Governor General. It was made up of mechanics, farmers and traders, as well as gentlemen and divines. A landing was made in September at Wessagusset, where use was made of the block house and other buildings erected by Weston the year before.

Robert Gorges, who was not a strong character, but a man of a somewhat vainglorious disposition, involved himself in quarrels with his neighbors, especially his predecessor, Weston, whom he proposed to punish for various trading misdemeanors. He even caused Weston's arrest and detention as a prisoner until the spring of the following year. The winter was a terrible surprise in its rigor. As Adams says: "They had come to enjoy the pleasures of the wilder-

ness. Locked in a desert of ice and snow,—inhabiting a log hut on the edge of a salt marsh, with a howling, unexplored forest behind and around them,—well might they, with the mercury at zero, ask themselves 'Where was that moderate temper of the air, where those silent streams of a calm sea' which Smith had pictured? Young men accustomed to the soft winter climate of Devon were exposed to the blasts of Greenland. Where, too, was the 'fouling and fishing?' The waters were covered with ice and the woods were impassable with snow. So Robert Gorges got through the long winter as best he could, heartily wishing himself back again in the Venetian service, or even the dreary tedium of Plymouth."

In the early spring word came from Sir Ferdinando Gorges that there were no further funds available for the colony, and inasmuch, to quote Bradford, as Gorges had not found "the state of things hear to answer his qualitie and condition" he was only too ready to give up his share in the expedition and return to England, after, as Bradford again says, "having scarcely saluted the cuntrie in his governmente." The settlement, however, was never abandoned.

An amusing story, about the authenticity of which there may be some question, is told in connection with the early days of this colony. The settlers had stolen a good deal of corn from the Indians, and one of them was at last caught. The Indians demanded that he should be executed, but were willing to allow the whites to act as his executioner. Strong men were not very plentiful in the settlement, so, after thinking matters over, the colonists concluded that it would be a pity to kill one of the best men they had when they could take an old and impotent member of the colony. They therefore decided to take off the clothes of the man who committed the robbery and put them on another, "to let this sick person be hung in the other's steade." By persuasion they got the innocent man "bound fast in jest and then hung him up hard by in good earnest." An old poem commemorates this incident in the following words:—

> "Resolved to spare him; yet to do
> The Indian Hogun Moghan too
> Impartial justice, in his stead did
> Hang an old Weaver that was bed-rid."

REV. WILLIAM BLACKSTONE, THE FIRST SETTLER OF BOSTON, RIDING ON HIS BRINDLED BULL

> "Old Shawmut's pioneer
> The Parson on his brindled Bull."
>
> *Oliver Wendell Holmes.*

It is rather difficult to imagine the Rev. Mr. Blackstone galloping by moonlight along the sands of a cove, which is now part of Charles Street, on his mouse-colored bull; nevertheless such is the picture which Motley gives of him in his "Merry Mount."

The first settler of Boston, William Blaxton (now spelled Blackstone), often alluded to as the Hermit of Shawmut, is supposed to have brought this bull from England and to have trained him to the saddle. During his rides he was wont to distribute "Blackstone" apples or

"sweetings" to both children and grown-ups. His orchard, situated on a part of the Common near what is now Louisburg Square, was the first one to cultivate this fruit in New England.

Blackstone, a man of much culture and many eccentricities, had come over either with Robert Gorges in 1623 or with Captain Wollaston in 1625, and about the latter year he took up his lonely abode on Shawmut peninsula. He lived in a hut near an excellent spring on that part of Beacon Hill which overlooked the Charles River, a point later known as Blackstone Point, and now corresponding to the corner of Beacon and Spruce Streets. He is described as being "a solitary, bookish recluse, about thirty-five years of age, somewhat above middle

Blackstone's house, near Beacon and Walnut Streets, at the foot of Beacon Hill.

height, slender in form, with a pale, thoughtful face, wearing a confused, dark-colored, 'canonical coate,' with broad rimmed hat strung with shells like an ancient palmer, and slouched back from his pensive brow, around which his prematurely gray hair fell in heavy curls far down his neck. He had a wallet at his side, a hammer in his girdle, a long staff in his hand."

Blackstone came to New England for peace and quiet and steadfastly refused to embroil himself in the religious controversies of the time, so much so that Cotton Mather in his "Magnalia" wrote of him, "he would never join himself to any of our churches, giving as his reason, 'I came from England because I did not like the Lord Bishops; I can't join with you because I would not be under the Lord Brethren.'" On the whole, however, he dwelt in amity with these intolerant religionists.

He was not long to remain undisturbed, for in 1630 when Governor Winthrop and his followers moved from Charlestown—really following a generous invitation from Blackstone himself—we find the hermit saying, "I looked to have dwelt with my orchards, and my books, and my young fawn, and my bull, in undisturbed solitude. Was there not room enough for all of ye? Could ye not leave the hermit in his corner?"

In 1634 Blackstone sold forty-four of his fifty acres to Governor Winthrop for £30, the money being raised by a tax levied on the inhabitants. He retained his house and remaining six acres for himself. This six acre lot was later owned by Copley, the painter. The forty-four acres purchased by Governor Winthrop were laid out for a training field, which is now our Common.

In 1635 the place became too crowded for the parson, so he moved to a farm at Rehoboth, in Rhode Island. It is generally admitted to-day that he, and not Roger Williams, was the first white inhabitant of Rhode Island. In his new home he cultivated his seven hundred acre estate, and rode about on his bull, preaching the gospel occasionally. He was married by Governor Endicott in Boston in 1635 to Mistress Sarah, widow of John Stevenson, with whom he lived many years in happiness. Finally, on May 26, 1675, he died at the ripe age of eighty. Roger Williams, his neighbor, records his death as follows: "About a fortnight since your old acquaintance, Mr. Blackstone, departed this life in the fourscore year of his life; four days before his death he had a great pain in his breast and back, and bowels, afterward he said he was well, had no paines and should live, but he grew fainter and yielded his breath without a groan."

His library comprised one hundred and sixty volumes, and ten manuscripts which were valued in the inventory of his estate at six pence each, or five shillings for the lot. Within one month of his death King Philip's War broke out, and up in smoke went his library, with these ten precious paper volumes which undoubtedly contained the written records of the beginnings of Boston.

Among the reminders of Blackstone to-day, inasmuch as they bear his name, are the river, the valley, a town in Massachusetts and a busy street in Boston.

He was certainly a singular character and was fittingly described by his namesake, Sir William Blackstone, the English lawyer, who said,—

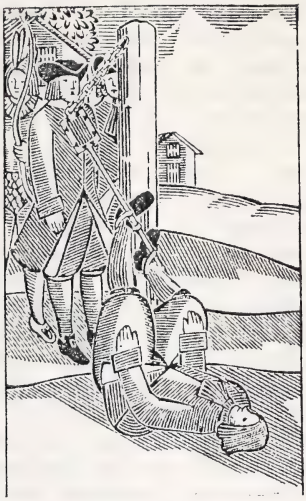
> "As by some tyrant's stern command,
> A wretch forsakes his native land,
> In foreign climes condemned to roam,
> An endless exile from his home."

SOME OF THE EARLY PUNISHMENTS

It was customary in the early days of the Colony to punish people by degrading them in public by exposure in stocks, bilboes, the pillory, the brank or the ducking stool, rather than by imprisonment or fines, and the usual places for such punishment were in the market squares or in front of the meeting-houses.

The bilboes, which were often used in Boston to "punyssche trans-

gressours ageynste ye Kinges Maiesties lawes," consisted of a long, heavy iron bar with two sliding shackles, like handcuffs, for the legs. This bar was fastened to the top of a post, and the offender had to lie on his back on the ground with his feet in the air. The instrument derived its name from Bilboa where it was believed many were made and shipped on the Spanish Armada to shackle the English prisoners when captured!



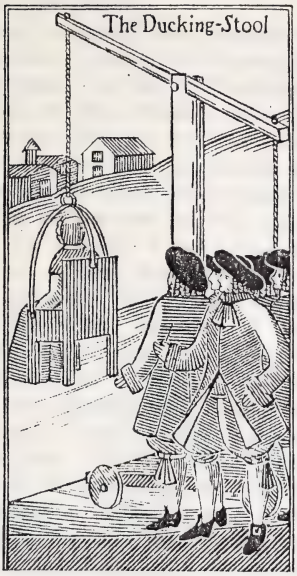
THE BILBOES.

The earliest record we have in Boston of the bilboes was in 1632 when the entry says that "James Woodward shall be sett in the bilbowes for being drunk at the Newetowne," now Cambridge. The following year Thomas Dexter was likewise punished for "prophane saying dam ye come." Thomas Morton of Merry Mount was also sentenced to be "clapt into the bilbowes." In 1639 Edward Palmer, a Boston carpenter, made a pair of stocks, and, as most people know, he was the first person to be placed in them, "for his extortion in taking £1, 13/ 7*d.* for the plank and woodwork." He was "censured to bee sett an houre in the stocks." On many occasions did they perform service in the colony, being chiefly used to take care of drunkards who couldn't handle their legs properly. Each town was obliged to have its stocks, and in 1639 Dedham was fined for not having a pair.

The most interesting and ignoble of all the instruments of punishment was the ducking stool, which was used especially as a cure for scolding women, "chyderers" and wife beaters; also it was used to punish brewers of bad beer and bakers of poor bread; it was also supposed to stop all quarrelling between married couples, after they had been ducked several times while tied back to back. The culprit was plunged in as often as the sentence directed, and it has been related how quickly a bath, especially in cold water, would change a person's point of view. A few lines from a poem entitled "The Ducking Stool" are amusing:—

"If noisy dames should once begin
To drive the house with horrid din,
Away, you cry, you'll grace the stool;
We'll teach you how your tongue to rule.
Down in the deep the stool descends,
But here, at first, we miss our ends;
She mounts again and rages more
Than ever vixen did before.
If so, my friend, pray let her take
A second turn into the lake,
And, rather than your patience lose,
Thrice and again repeat the dose,
No brawling wives, no furious wenches,
No fire so hot but water quenches."

Massachusetts had no "ducking stool" until fifty years or so after the first settlement, when we find that Governor Bellingham had a law passed that "persons convicted of rayling or scolding shalbe gagged or sett in a ducking stoole and dipt over head and eares three times in some convenient place of fresh or salt water." John Dunton, who wrote about Boston in 1686, said that "Scolds they gag and set them at their own doors . . . for all comers and goers to gaze at, . . . to cure the noise that is in many Women's heads."



The pillory, or "stretch-neck" as it is often called, was much used in Massachusetts until 1803, and it was a very common occurrence to see the helpless culprits exposed to the jeers of the passers-by, who often added to their insults by throwing rotten eggs and even garbage.

The whipping post "for fools' backs" was the punishment inflicted for lying, swearing, perjury, drunkenness, selling rum to the Indians, "for repeated sleeping on the Lord's Day," and slander. A sentence was usually forty stripes, and often the Court decreed that the offender should be whipped in two cities, usually some distance apart, so that at the second whipping the culprit's back would have stiffened and would therefore hurt the more. The most conspicuous whipping post was on State Street, then King Street; there was also one on Queen Street, as well as on the Common.

A customary form of punishment in the Colony was to tie round the offender's neck a placard upon which was marked the initial descriptive of the crime, such as "B" for uttering blasphemous words, "V" for viciousness, "R" for rogue, "D" for drunkenness, etc. The culprit was also often exhibited to public view in a cage, in the stocks, in the pillory, or on the gallows.

The brank, or gossip's bridle, was used in a mild form in Massachusetts, being called a cleft stick, and there are numerous cases mentioned of persons having been subjected to this punishment for "swearinge or railinge." Public penance was another form of punishment, the guilty person, wrapped in white, being obliged to sit on a stool "in the middle alley" of the meeting-house to make public acknowledgment of some small crime against the strict laws of the day. Burglary and some other crimes were punished in all the colonies by branding.

The wooden horse was a punishment reserved especially for soldiers, and on one occasion we find Paul Revere as presiding officer ordering a Continental soldier to "ride the Wooden Horse for a quarter of an hower with a musket on each foot." In Governor Winthrop's day delinquent soldiers were sentenced to carry pieces of turf to the Fort, while others were chained to a wheelbarrow and made to work. A de-

serter at the time of the battle of Bunker Hill was tied on a horse with his face towards the horse's tail and led around the camp. During the Civil War another soldier was condemned to get inside a barrel, which was then tied to his neck so that he could walk around without its touching the ground.

The laws in regard to Quakers are too numerous to enumerate. One of the laws passed in Massachusetts in 1657 was as follows: "A Quaker, if male, for the first offense shall have one of his eares cutt off; for the second offense have his other eare cutt off; a woman shalbe severely whipt; for the third offense, they, he or she, shall have their tongues bored through with a hot iron." There were also some other very curious punishments. Often an offender was ordered to sit on the gallows or to walk around the town with a rope around his neck. In Boston a man was once fined and imprisoned for endeavoring to spread the smallpox. In 1652 another was fined for excess of apparel "in bootes, rebonds, gould and silver lace." In Salem, in Governor Endicott's time, a Puritan was penalized for wearing too long hair,—long hair being considered at this time "bushes of vanity." Kissing in the street was an offence punishable by a fine or whipping, and it is related that a husband who had just returned from a long voyage happened to meet his wife in the street and kissed her. He was discovered, and when fined was so angry that he swore he would never kiss her again. There was a Bostonian who purchased a horse from a countryman and gave in exchange a note payable on the "Day of the Resurrection." The amount of the fine is not mentioned. One of the Plymouth Laws of 1638 forbade a man from proposing marriage before obtaining consent of one of the parents. The penalty for counterfeiting bills was very severe, and the Continental bills all bore this inscription: "To counterfeit this bill is Death." Another curious punishment of the very early days was to call a man by his first name instead of "Mr." In 1643 a Salem man called Scott was whipped "for repeated sleeping in meeting on the Lord's Day, and for striking the person who waked him." In 1786 four convicts were ordered to the Castle to make nails. A notice in one of the Boston papers gave a list of the heads of families who would have to spend Christmas in jail on account of debt, giving after each the amount owed. A postscript at the bottom asks, "Who among the opulent is willing to restore a father to his family and Christmas Fire Side?" Sometimes debtors were allowed the "Limits of the jail," or in other words, they couldn't go more than a specified distance away. At one time it was believed there was a Tread-Mill at the Massachusetts State Prison at Charlestown. There was a law in 1639 that no ladies' garments "shall be made with short sleeves whereby the nakedness of the arm may be discovered in the wearing thereby." Another curious record, a few years later, shows us that Robert Saltonstall was fined 5*s.* for presenting his petition "on so small and bad a piece of paper."

THE BEACON

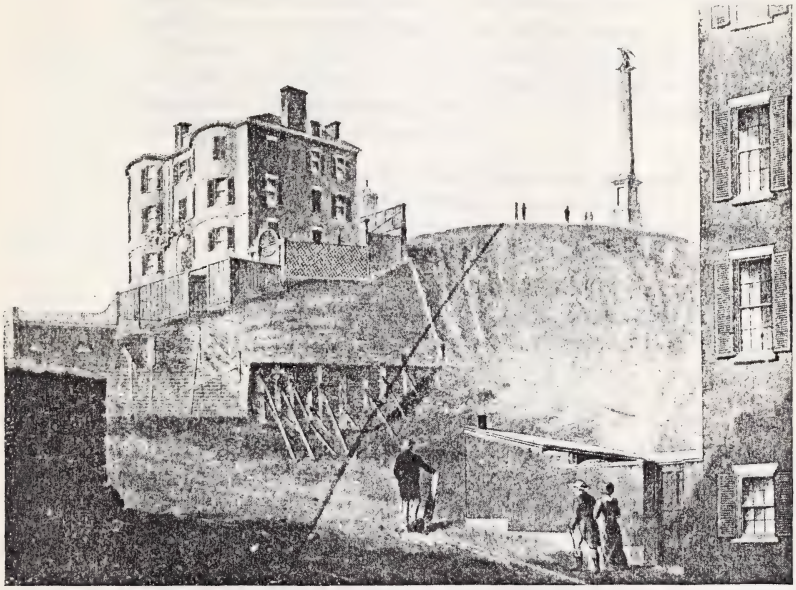
The Beacon was erected under an order of the General Court i 1635 on one of Boston's three hills, which was called by the earl settlers "Tramount," as it was composed of a group of three sma hills. The elevation, or mountain as it was called, was used as lookout, and the name was changed to Centry or Sentry Hill, an when the Beacon was set up it was known by its present name Beacon Hill. Its object was "to give notice to the country of an danger, and that there shalbe a ward of one person kept the from the first of April to the last of September, and that upon th discov'ry of any danger the beacon shalbe fired, an allarum give as also messengers presently sent by that towne where the dange is discov'ed, to all other townes within their jurisdiccon."

The Beacon was intended to give warning of attacks by foreig countries by sea, or by Indians on land. There was, however, litt trouble with the aborigines in Boston, and one writer states that is more than likely that the settlers annoyed the Indians as much the Indians did the settlers. The Indians frequently complaine that their crops were injured by cows belonging to the English. Th Beacon, however, was made use of on several occasions. In 168 at the time of the uprising against Governor Andros, a flag was haule up on the pole as a signal to the soldiers at Charlestown that th controversy was soon to be ended, the Governor having agreed t surrender. Some years later, in 1768, an English officer arrive from Halifax, and the people quite naturally thought that his vis signified the arrival of more troops. They, therefore, placed a ta barrel in the pot on the Beacon to be lit when the King's ships arrive Governor Barnard believed this to be an insult to his military capacit and his Council ordered the Selectmen to remove the barrel, but the refused to act. The Governor, therefore, ordered Sheriff Greenle to take it down, which he succeeded in doing stealthily during dinne time. The battles of Lexington and Concord, the burning of Charle town, and the battle of Bunker Hill were watched by the frien of both sides, who were huddled together on the six rods of land at th summit of the hill.

The hill upon which the Beacon was erected was sixty feet high than it is now and was situated inside of the present State Hou grounds and almost directly in line with Park Street (then calle Centry Street), which was laid out in 1640. Temple Street ran ov the summit from the westerly side. The Beacon was reached b wooden steps and, on nearing the top, by steps dug in the groun The boys of the South End and North End of the town used to batt for the supremacy of the hill-top, and another favorite pastime f the younger generation was to bat a ball up and down the hill, whic was more difficult than it looked, owing to the steepness of the hil Cows were pastured part of the way up the incline.

The Beacon was a tall pole, with cross sticks to be used in its ascen and projecting from one side near the top it had an iron cra supporting an iron pot, for the reception of tar or some other combu tible. It was replaced in 1768 "without the consent" of Governo

Barnard, taken down by General Howe in 1775 and another pole set up the following year nearly in the centre of the British fort which had been built on the top of the hill. This beacon was blown down by a storm in 1789, and in the following year a monument was erected by a number of the inhabitants from the design of Charles Bulfinch, then a Selectman of the town, "to commemorate the train of events which led to the American Revolution and finally secured Liberty and Independence to the United States." It was a plain Doric column about sixty feet high, surmounted by a large eagle, the effigy of which is now over the President's chair in the Senate Chamber. This was the first public monument erected to commemorate the



The Monument on Beacon Hill, from Bowdoin Place, showing the Thurston house as it appeared in 1811. At one time the hill was so steep in front of this house that it was necessary to hoist up all the wood and provisions. From an old print in the collection of the State Street Trust Company.

events of our Revolution. Several things contributed to its fate. To begin with, Thomas Hodson, in 1764, dug out so much of the hill belonging to him that there was danger that the structure would tumble down; then, in 1795, the building of the new State House by Governor Hancock necessitated encroachment on another part of it. A few years later the Mill-Pond Corporation obtained from the town the right to use still more gravel, and, in 1811, the town sold the land on which the monument stood to John Hancock and Samuel Spear. The hill was then completely removed and used as filling, and the column was destroyed, much to the disgust of most of the inhabitants, who wished to keep this old relic intact. The four slate tablets containing the inscriptions of the events connected with our Revolutionary War, from the Stamp Act, in 1765, to the inaugural of Washington as President, in 1789, were preserved in

the State House. When the Bunker Hill Monument Association in 1899 presented to the Commonwealth an exact duplicate of the original column, these tablets were built into the monument, which stands on the same spot where stood its predecessor, opposite the end of Ashburton Place, only about sixty feet lower. The Committee of the Association originally consisted of William W. Wheildon, Robert C. Winthrop, F. W. Lincoln, Jr., Winslow Lewis and J. Huntington Wolcott.

There were only a few houses on Beacon Street in the early days, and the following anecdote shows clearly this fact. Mrs. Dr. John Joy was an invalid, and upon consultation with a physician he suggested that she move out of town "to Beacon Street," and she was frequently asked how she happened to go so far away.

There is a piece of poetry which speaks of the Beacon and which is quite interesting in view of the fact that not long after the words appeared the monument was erected to immortalize the victory of the Yankees. The lines are:—

"As for their King, John Hancock
And Adams, if they're taken,
Their heads for signs shall hang up high
Upon that hill call'd Beacon."

Robert Turner, a shoemaker, was the first owner of Beacon Hill, and later on it came into the possession of the Hancocks, who sold to the town the land upon which the State House now stands.

MRS. SHERMAN'S PIG

Although of seemingly small importance Mrs. Sherman's lost sow has come down in history, owing to the fact that the many lawsuits to which she gave rise finally resulted in changing part of the constitution of the Colony. Governor Winthrop records in his journal: "There fell out a great business upon a very small occasion. Around 1636 there was a stray sow in Boston, which was brought to Captain Keayne; he had it cried divers times and divers came to see it but none made claim to it for near a year. He kept it in his yard with a sow of his own." Finally Keayne, who, it will be remembered, left in his will a fund to assist the town in building the Old State House, killed his own pig. Soon afterwards Mrs. Sherman called, declared that the live pig was not hers, and accused Keayne of having killed her animal. The case was brought before the Elders, and Keayne was acquitted. Mrs. Sherman then carried the case to court, her friend, George Story, a merchant of London, acting as her attorney. The Captain was again cleared, and the jury awarded him $3 for costs, and he in turn sued his two accusers, recovering $20 from each one. This trivial matter now assumed the aspect of a political question between the aristocratic and democratic classes and occupied a prominent place in court for a year. Story again brought suit, but there was a disagreement among the magistrates and deputies, especially as regards the "Negative Vote." Magistrate Richard Saltonstall took part in the trial and sided with the people. The final result was

that in 1644 the "Assistants" or Magistrates of the Company and the Deputies, now called respectively Senators and Representatives, were divided into two co-ordinate branches, and each body could veto the proceedings of the other. A public speaker not long ago remarked that "Mrs. Sherman's pig was the origin of the present Senate" and that "he hoped the members of it would not disgrace their progenitor."

Robert Keayne, besides being the chief donor of the State House, was also Captain of the Ancient and Honorable Artillery Company. He lived on the south corner of Washington and State Streets.

SOME EARLY RULES OF HARVARD COLLEGE

Some of Harvard's old regulations would not please very much the undergraduate or the graduate of to-day. President Dunster's rules, which were printed in Latin, were formulated in 1642 and continued in force until about 1734. No student was admitted until he was able to read, write and speak Latin perfectly, and he must also have an excellent knowledge of Greek, and during his college course he was never allowed to use his mother tongue except in certain public exercises of oratory. As Harvard was primarily a Ministers' college, every one had to read the Scriptures twice a day and was obliged to attend Chapel also twice a day, at six o'clock in the morning during the summer months, and half an hour before sunrise in the winter, and again in the evening. No scholar could buy, sell or exchange anything over six pence in value without permission of his parents, guardians, or tutors, and he received severe admonition if he were absent from prayers or lectures even once during the week. Another curious rule was that "every scholar shall be called by his surname only, till he be invested with his first degree, except he be a fellow commoner or knight's eldest son, or of superior nobility." In order to receive his first degree a student had to be able to translate the Old and New Testaments into Latin, and all his acts must have received the approbation of the overseers. Tobacco was not allowed except by permission of the President, with consent of the parent or guardian, "and then in a sober and private manner." It was also voted that every student must be in his room by nine o'clock under penalty of a fine, and no one could go to Boston except by special permission without being subject to a five dollar penalty.

In 1656 the President and Fellows were empowered "to punish all misdemeanours—either by fine, or whipping in the hall openly, as the nature of the offense shall require, not exceeding ten shillings, or ten stripes for one offense." The flogging often took place in public, but this practice was abolished in 1734. Here are some of the early fines. Absence from prayers, 2*d.*; absence from public worship, 9*d.*, and tardiness 3*d.*; neglecting to repeat the sermon, 9*d.*; leaving town without permission, not over 2*s.* 6*d.*; going out of college without proper costume, 6*d.*; frequenting taverns, not over 1*s.* 6*d.*; playing cards or any game for money was a finable offence, as was opening doors by picklocks. Fines were also levied for keeping guns, or for using them. This system of penalties proved so annoying to the parents that it was abolished in 1761, and methods of enforcing dis-

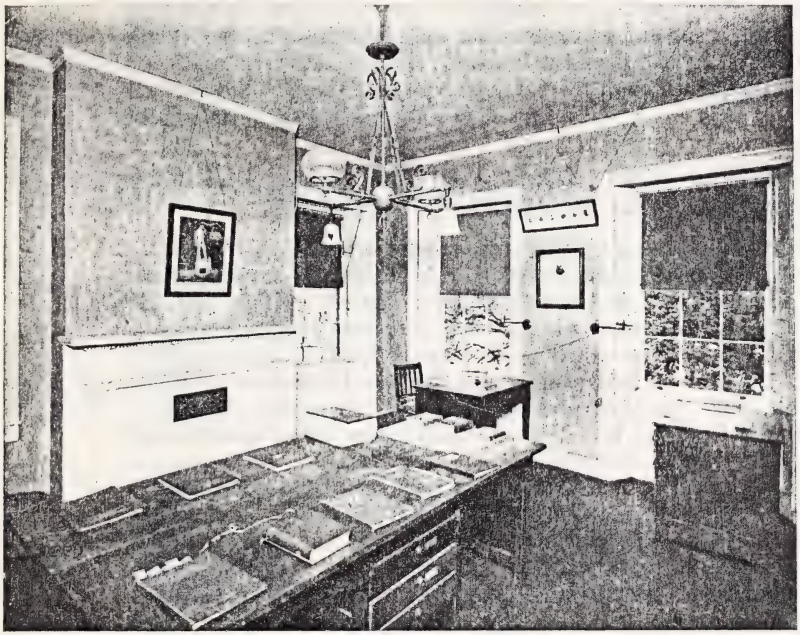
cipline were employed which resemble the present day "probation," "suspension," or "expulsion."

There were some "Ancient Customs" that were lived up to even more strictly than the regular laws, and some of them are most interesting and amusing. No Freshman was allowed to wear his hat in the college yard, unless it rained, snowed, or hailed, or unless he had both hands full. All Freshmen were obliged to go on any errand for any of the upper classmen at any time except during study hours, and after nine o'clock in the evening. No student was allowed to call up or down, or to or from, any of the college rooms. Another hard rule on the Freshmen was that they had to furnish bats, balls and footballs for the use of students, to be kept at the "buttery."

Reproduction of a photograph of the Rev. Samuel Gilman from a picture in "Fair Harvard" room. A memorial in the form of a tower room has been erected in the Unitarian church of Charleston in his memory.

Towards the end of the eighteenth century candidates for admission were examined by the President and two of the tutors. All undergraduates had to keep in their rooms and follow their studies, except for half an hour after breakfast, between twelve and two o'clock, and after evening prayers until nine o'clock. The students also had to submit to one public oral examination annually, in the presence of a committee of the Corporation and Overseers, in order "to animate the students in the pursuit of literary merit and fame, and to excite in their breasts a noble spirit of emulation." Those tests must have been even more nerve racking than the present three hour written examinations. No one was allowed to go beyond the yard without his coat, cloak or gown, and hat, nor could he go into any tavern in Cambridge without leave of the President or one of the tutors, unless he were accompanied by his father or guardian. No undergraduate could go gunning, fishing or skating over deep water without permission, nor could he attend any stage plays either as actor or spectator.

A costume was prescribed for all undergraduates which consisted of a "coat of blue gray, with waistcoat and breeches of the same colour, or of a black, a nankeen, or an olive colour." The coats of the Freshmen had to have plain buttonholes, and the cuffs could not have any buttons on them. The Sophomores were allowed the privilege of having buttons on their cuffs. The coats of the Juniors had "cheap frogs to the button holes, except the button holes of the cuffs," and the Seniors could have "frogs" on all their buttonholes. The buttons



ROOM IN WHICH "FAIR HARVARD" WAS WRITTEN IN 1836.

This room is in the old Fay House, now occupied by Radcliffe College, Cambridge. Rev. Samuel Gilman, the author of the poem, was born in Gloucester, and when he came from his parish in Charleston, South Carolina, to visit his brother-in-law, Judge Fay, who then lived in this house, to attend the 200th anniversary of the founding of Harvard College, he wrote "Fair Harvard" to commemorate the event.

This room is in the northwest corner of the second story. In this house at one time lived Edward Everett. While it was owned by Judge Fay, Longfellow, Oliver Wendell Holmes, Story the sculptor, James Russell Lowell, and other famous men were guests of his here.

of all the classes had to be nearly the same colour as the coats. No garment made of silk was permitted, nor gold or silver lace, cord or edging upon hats or clothes. Another rule provided that "the tables shall be covered with clean cloths twice a week, or oftener, if judged necessary by the President and Tutors."

Commencement took place on the third Wednesday in July, and Cambridge in the early days was never so deserted during the summer as it is now. In the early eighteen hundreds Commencement Day was a State holiday, all the banks and offices in Boston being closed.

The dining-room, which used to be in University Hall, was the largest in New England, accommodating two hundred persons. It

gained great celebrity on account of its ability to take care of so many students. The food that wasn't eaten or that couldn't be eaten was shared by a number of pigs, whose sties were near the rear of the building. The charge for board at "Commons" was $1.75 a week, and it couldn't be expected that meat could be served at every meal. The students, therefore, frequently saved some of their meat and with a fork jammed it against the under side of the table to help out at breakfast the following morning. Board at private houses or at some of the professors' residences was three dollars, and if a student received a high mark or an honor from the tutor with whom he was boarding his other jealous classmates attributed it to undue influence. In the early days the tuition charges were frequently paid in live stock, grain, or groceries.

GOVERNOR WINTHROP TREATS WITH LATOUR AND THE SUBSEQUENT ARRIVAL OF D'AULNAY

John Winthrop had just been chosen Governor for the fourth time when Charles LaTour, one of the leaders of the French Colony of Acadia, visited Boston with the object of securing the help of the Massachusetts Colony in fighting his rival, D'Aulnay, who had his headquarters at Port Royal, New Brunswick, near LaTour's Fort, which was situated in the centre of the present city of St. John.

The Frenchman's arrival in Boston, in June, 1643, astonished the inhabitants as he sailed past the fort and dropped anchor before the townspeople realized what was happening. The soldiers had just been ordered to leave the fort a short time before, and LaTour could easily have captured the two ships-of-war in the harbour and then made trouble for the Bostonians. This fort, which was on Castle Island, was at once strengthened and manned. On his way in he chanced to meet a Mrs. Gibbons in a rowboat, and one of the sailors with LaTour recognized her and followed her to Governors Island, the home of the Winthrops. The Governor was there at the time, and he escorted LaTour to Boston, where he was given a splendid reception. The Frenchman showed his papers from the King of France and further won the Governor's confidence by attending church with him on Sunday. The visitors were granted shore leave provided they landed in small companies "that our women might not be affrighted by them," and they then paraded on the Common with the State militia. One amusing incident happened while the Frenchmen were on land; one of them saw a drunkard in the stocks and immediately went up to him and let him out, only to find himself in the stocks in short order. LaTour suggested that Governor Winthrop should grant him authority to hire four vessels to act as his escort back to his fort. The Governor granted this request, although many people in the Colony opposed his decision. The ships put to sea on July 14. Although it was agreed that LaTour should not compel his little fleet to fight, nevertheless his sudden and warlike appearance frightened D'Aulnay into retreat. LaTour found thirty volunteers, and they attacked his rival, capturing one of his ships. LaTour's wife persuaded him to make a second visit to Boston and

implore aid, and in his absence the garrison was attacked by D'Aulnay, and all the survivors, who made a gallant defence, were taken prisoners, Madame LaTour among them. Three weeks later she died.

D'Aulnay then sent three messengers to Massachusetts to demand reparation for having rendered assistance to his enemy and asked an indemnity of £8,000. The magistrates of the Colony insisted that they only permitted LaTour to hire the ships. During their visit the messengers were shown such attention and were treated with so much ceremony that this large demand was finally reduced by agreement to "a small present in satisfaction." Some one remarked at the time that "the Government had to look as if it could pay it if it had to." A treaty was signed, and Governor Winthrop presented the Frenchmen with a sedan chair, which had just been given to him, and which the Governor declared was of no value to him! A salute of five guns from Boston, three from Charlestown and five from Castle Island sent them home quite contented and forgetful of the £8,000 demand. Several years later D'Aulnay was drowned while canoeing near Port Royal, leaving his wife to fight his old rival Charles LaTour. The latter through treachery soon captured her fort and compelled her to marry him in order to protect herself and her eight children. LaTour died much in debt and owing large sums of money to his friends in this Colony.

This controversy is also interesting as it showed very clearly that Massachusetts even at this early date took the attitude of an absolutely independent government in dealing with foreign powers.

SOME INTERESTING EVENTS ON BOSTON COMMON

The Common is owned by the people of Boston. On the day of General Sheridan's funeral, in 1888, the Mayor of Boston granted a permit to a battery of the State Militia to fire a salute on the Common. A gentleman was driving his buggy along Charles Street, and his horse became frightened by the noise and ran away, throwing out the driver and seriously injuring him. He then brought suit against the City, alleging it to be the owner of the Common, but Judge Holmes decided that the City couldn't be held liable for the reason that it had only a "technical" title and merely held the Common for the public benefit.

The people have made many uses of their property. Dr. Hale relates that the Common was used in the beginning of the nineteenth century, as a pasture for cows, as a playground for children, as a place for beating carpets, and as a training ground for the militia. In 1822 housekeepers had to give up beating their carpets, because a law was passed prohibiting it. The repeal of the privilege brought forth an amusing newspaper article entitled "The Last Shake."

In the early days the Common was the chief place for executions, and many unfortunates were presumably hanged from the branches of the "Old Elm" for murder, witchcraft, Quakerism, and even theft; but in 1812 executions on the Common were abolished. Indians and pirates have been hanged and shot, soldiers have been killed for desertion, and, during Governor Hancock's administration, a woman called Rachell Whall was strung up for stealing a bonnet worth seventy-five

BOSTON COMMON IN 1804.
From a sketch by Dobbins in possession of Mrs. J. E. Rousmaniere.

cents. Some years previous another woman was hanged for murder. The first execution for witchcraft in Boston was that of Margaret Jones, who was accused of possessing imps. Mary Parsons was hanged a few years later, and then Mrs. Ann Hibbins, who was supposed to be a sister of Governor Bellingham, shared the same fate. It is believed her husband lost so much money that she became ugly and quarrelsome, causing her neighbors to accuse her of witchcraft. Many Quakers, including women, have met their death bravely under the "Old Elm," a graft of which is now growing near the Frog Pond. The last Quaker victim was a woman called Goody Glover, who was accused of bewitching the four children of John Goodwin.

There were many interesting rules restricting the use of the Common. People were not allowed to walk or ride a horse here on Sunday, no matter how warm the weather might be, but both were permitted on week days. After 1822 horseback riding and driving were not allowed without a permit from the Mayor and aldermen. There was also a law to prevent Sunday bathing at the foot of the Common, which brought out the following verses in the *Centinel:*—

"In superstitious days, 'tis said,
Hens laid two eggs on Monday,
Because a hen would lose her head
That laid an egg on Sunday.

"Now our wise rulers and the law
Say none shall wash on Sunday;
So Boston folks must dirty go,
And wash them twice on Monday."

Skating, of course, was likewise forbidden on the Sabbath, and for many years smoking in the street was also prohibited at any time.

Cows were allowed to graze on the Common as recently as within eighty-six years, and there is still a restriction on one of the lots of land on Mt. Vernon Street, which obliges the owner of the property on the opposite side of this street always to keep a passageway to a pasturage near the Common of suitable size to admit a cow. Only one such animal could be grazed by one person, a man being chosen especially to "keep the cowes which goe on the Common," for a fee of 2*s.* 6*d.* per head. With a little imagination we can see Benjamin Franklin driving his father's cow home from here every night. Cows were often a menace to people walking or riding, and one fatal accident happened in 1661, when General Humphrey Atherton, on his way home after reviewing his troops, ran into a cow with such force that he was thrown from his horse and killed.

The Common has always been used as a parade ground and place for celebrations of all kinds, besides being the site of one of the British fortifications during the siege of Boston. According to Dr. Edward Everett Hale the circles made on the Common by the British tents could be traced in the grass while he was a boy, and the trenches dug by the English soldiers were still used with great joy by the boys of his time when playing soldier. It is related that the Redcoats used to race their horses on the Common on Sundays and that they played "Yankee Doodle" outside the church doors during services, both to

the disgust of the inhabitants. It is also recorded that Dorothy Quincy used to complain that the morning exercises of Earl Percy's troops interrupted her beauty sleep. While the British were in their encampment here, several floating batteries crept along the shore of the Common and fired upon the enemy, doing considerable damage; and it was from this same shore that the English troops embarked for Lexington the evening before the battle. It was also near here where we read that Colonel Thomas H. Perkins and others used to go snipe shooting. While the English occupied the Common many a Bostonian probably found that his cow had "gone dry" when he came to milk her; there is an anecdote, however, which shows that at least one cow got even with the Britishers. She ran into a stack of bayonets, one of which penetrated her body sufficiently to enable her to run away with it.

The boys had their famous coast along Park Street, until one day General Gage's soldiers destroyed their slides, thereby causing a great protest to be made. The General asked them if their fathers had been teaching them rebellion, but at the same time he evidently admired their "love of liberty" and ordered that their sport should not be interfered with again. Some years later wooden bridges for pedestrians were erected over the slides to prevent accidents.

During the Civil War the headquarters of the Recruiting Committee were on Flagstaff Hill on the Common, and many speeches were made urging men to enlist. On one occasion one young fellow declared that he would enlist even if he were a "paralyzed corpse," which remark brought forth loud cheers and many recruits. In 1862 a Great War Meeting and Parade were held on the Common, speeches being made by Governor Andrew, Edward Everett, Robert C. Winthrop and others.

Many celebrations have been held here, but they are too numerous to receive more than a brief mention. The "Repeal of the Stamp Act" caused Captain Paddock's Artillery to roar out a salute, followed by fireworks and illuminations; Cornwallis' surrender was celebrated by a huge bonfire, and a few years later Peace was proclaimed by cannon and fireworks; also the Bunker Hill procession, in which Lafayette participated, described elsewhere, had its starting place here. On these grounds, too, met the Great Whig Convention presided over by Daniel Webster, and the Grand Mass Washingtonian Convention of May, 1844. Another event was the Cochituate Water Celebration around the Frog Pond while Josiah Quincy was Mayor, when, as the last lines of Hon. Robert S. Rantoul's poem reads, "Boston claims her destined bride, the fair Cochituate, as Quincy turns the water, in eighteen forty-eight." The Frog Pond was also called "Crescent Pond" or "Quincy Lake."

In 1851 a three days' Grand Railroad Jubilee, which included a parade and dinner, was held to commemorate the opening of communication between Boston and Canada, and some years later the Prince of Wales was entertained with a military review. When General Lee's army surrendered bells pealed, steam engines screeched through the streets, and cannon again boomed. The parade at the time of the Centennial Anniversary of the Battle of Bunker Hill was

also formed here. It was in 1877 that the Army and Navy Monument on Flagstaff Hill was dedicated, and we must not forget the Fourth of July celebrations that have taken place; nor must we omit several Indian war dances, the last of which took place in 1837, which caused about 70,000 to assemble to watch the antics. The Indians left the city in open barouches, sitting all over the vehicles and wielding their war weapons. We should also record several Temperance parades, one of which in 1844 was composed of the boys and girls of Boston, usually referred to as the "Cold Water Army," which marched to the Frog Pond and gave "three cheers for Cold Water." Many people signed the pledge on this occasion. Here also many military organizations were wont to drill, including the oldest order in the United States, the Ancient and Honorable Artillery Company.

The Rev. George Whitefield visited Boston in 1740, and as the churches couldn't accommodate the number of people who wanted to hear him, he decided to preach on Boston Common. Twenty thousand persons heard his farewell sermon, among whom was Benjamin Franklin, who determined he wouldn't give a cent when it should be time to take up the collection. The preacher was so convincing and so eloquent that Franklin ended by handing over every cent he had with him. A negro on the Common mistook some one for Whitefield, and, falling on the ground and rolling over, exclaimed, "Oh, Massa Whitefield!" He learned his mistake, and as he hurriedly rose to his feet, said, "Oh, den I'se gone dirtied myself all for nothin'."

A unique event connected with the Common was the spinning competition in the year 1720, which was held daily in the open air before throngs of spectators, the women of the town, rich and poor, vying with each other in their speed in handling their newly imported machines. The fad continued for some time, and a Spinning School was built. It is a curious thing that the Irish-Scotch spinners who introduced these spinning-wheels also taught us the value of the potato, which had been hitherto almost unknown.

On part of the Common a rich harvest of hay was often reaped, and on one occasion we read that Deacon Sullivan hired a well-known bell-crier to go round to the different schools and lead the children over to the pasturage to "enjoy the new mown hay." During the ravages of smallpox the Common was also a convenient place on which to air the clothes of the victims, there evidently being no Board of Health in Boston at that time. About sixty years ago an announcement appeared in the papers that a cave had been discovered, which drew a large number of people who paid a small entrance fee to see the new curiosity. After a short time some one in the crowd remembered that it was April 1.

The Common has always been a recreation ground, and many famous football and baseball games have here been fought out. Mr. James D'Wolf Lovett's book, entitled "Old Boston Boys," gives a vivid idea of the sports on the Common fifty or so years ago. The Latin School team had many games with the Dixwell School, and the famous Lowell Baseball Club, organized by Mr. John A. Lowell, fought it out with the Trimountains, Bowdoins, Olympics, Rocking-

hams, Athletics, Harvards, Elm Trees and Hancocks. In these games the runner had to be hit by the ball to be put out, stakes were used as bases, and foul balls were considered as hits. Sometimes as many as seventy or eighty runs were scored. The older men in Boston to-day remember with delight the home run "hit" made by Thomas Nelson, which soared over Flagstaff Hill towards West Street. One legend describes this ball as having rolled down West Street and then bounced on board a horse-car, which took it out to the Norfolk House. In the year 1869 probably for the first time baseball influenced a Mayor's election. The Common was ploughed up, and the ball players, fearing they would be permanently deprived of its use, entered politics and helped to elect a Mayor and aldermen who would be favorably disposed to the use of the Common as a playground. The "Baseball" ticket, with a red baseball printed at the top, won, and Mayor Shurtleff was elected. Coasting was popular in these days, and the sleds were almost as well known among the younger generation as race horses and yachts; the "Comet," owned by Dr. Frank Wells, the "Eagle," belonging to James Lovett, "Multum in Parvo," the property of Francis Peabody, and the "Tuscaloosa," handled by Horatio G. Curtis, being a few of the "race horses" of the day. "Old Boston Boys" also tells of an amusing incident that happened on one of the Beacon Hill coasts. A colored washerwoman of large proportions with her basket on her head was caught by a sled and deposited astride the coaster, who continued down the hill faster than ever. During the whole length of the slide she cuffed the frightened boy over the ears for having upset her.

The Circus used to pitch its tent on the Public Garden, and the great drawing card with the Boston boys was the announcement that at a certain hour the elephants would bathe in the Frog Pond. A great feat of skill was to vault the high iron picket fence when the policeman was not looking and thereby gain admittance without charge on the day of some celebration.

Many of the older generation who went to Mr. Sullivan's school in the basement of Park Street Church remember with sorrow the old blind cigar man who stood near the corner of Park and Tremont Streets and sold what he called "cinnamon" cigars, warranted harmless and suitable for beginners; but, as they were made of real tobacco and merely dipped in cinnamon, the effect was not as advertised.

Almost every boy "ran" with his particular engine and endeavored to have his "tub" win in the "playouts" on the Common, his Captain shouting to him meanwhile to "shake it out of her," or "just one foot further, if you love me!", or other appropriate remarks. When one of the loyal firemen died his last request was to cut off his ears and bury them under the engine house, so that he could hear the old machine rattle as she rolled out.

THE FIRST NEWSPAPER IN AMERICA

The first newspaper printed in America, entitled *Publick Occurrences, Both Forreign and Domestick*, appeared in Boston on September 25, 1690. It was a sheet of four pages, seven inches by eleven, with two

columns on a page, and was printed "By R. Pierce for Benjamin Harris, at the London Coffee House, 1690." The editor announced that it was issued in order "that the people may better understand public affairs, that important occurrences shall not be forgotten," and in order "that something may be done towards the Curing, or at least the Charming of that Spirit of Lying, which prevails among us." The introductory paragraph reads, "It is designed that the countrey shall be furnished once a month (or if any Glut of occurrences happen oftener) with an Account of such considerable things as have arrived unto our Notice." It then went on to say that the editor would "take pains to get a faithful relation of things and hopes observers will communicate of such matters as fall under their notice." And, further, the publisher proposes to correct false reports, and to expose the "First Raiser" of them, and he also adds that he thinks "none will dislike this Proposal, but such as intend to be guilty of so villianous a Crime." Mention is made of the Indians of Plymouth; of the fact that two children of Chelmsford had been stolen by the Indians; of the three hundred and thirty deaths in Boston from smallpox; of a fire near the South Meeting House; and of the murder of the crew of a vessel near Penobscot by Indians and French. There is also an account of Governor Winthrop's expedition to Canada, and other interesting news. Only one issue of the paper appeared. The authorities ordered *Publick Occurrences* discontinued, as they believed it contained "reflections of a very high nature," and the Court, in 1662, forbade "any thing in print without license being first obtained from those appointed by the government to grant the same." The people were not yet ready for a free press.

Only one copy of this paper has ever been discovered, and it is now in the Colonial State Paper Office, in London. Dr. Samuel A. Green some years ago took a copy of it, which may be seen in the Massachusetts Historical Society rooms. Many of the papers issued since this time are not any better than was this "First Newspaper."

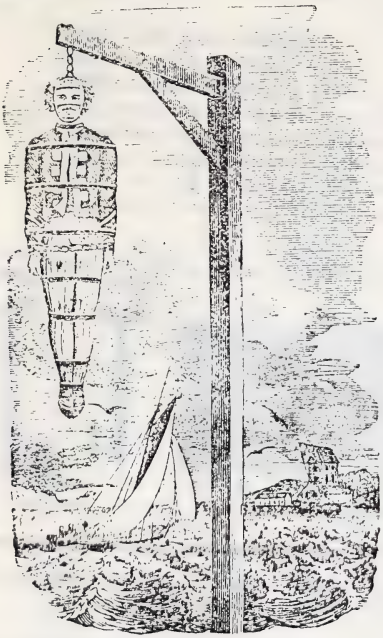
The first regular newspaper was *The Boston News Letter*, which appeared in April, 1704, and which gives the history of the town for the next seventy years. It was issued by John Campbell, who was Postmaster of Boston, and printed by Bartholomew Green in a building on Washington Street near the east corner of Avon Street.

CAPTAIN KIDD ARRESTED AND JAILED IN BOSTON

Lord Bellamont in London, before his departure for America to become Governor of the New York and the New England Colonies, commissioned Captain Kidd, at the suggestion of Robert Livingston, a New York merchant, to destroy piracy along the American coast. Captain Kidd was undoubtedly himself a pirate, although he had once been an officer in the British navy and later had commanded one of Livingston's merchant ships. He was a Scotchman. It is quite apparent that Lord Bellamont made this selection with the old adage in mind, "Set a rogue to catch a rogue."

The pirate captain sailed in his *Adventure Galley* in December of the year 1697 with instructions to cruise only against the King's

enemies. Instead of suppressing piracy, however, he captured the *Quedah Merchant*, belonging to the Great Mogul, and on his return to Long Island sent word to Bellamont, who was now in Boston, that he would be glad to come on and explain his actions. He arrived in Boston with his wife and maid servant in June, 1699, on his sloop the *Antonia*, and put up at Campbell's, which was the most luxurious hotel in Boston at this time, Governor Bellamont himself having stayed there a short time before on his arrival. He was examined before the Council in the Old State House, but his explanations were so unsatisfactory that he was arrested on July 7 and jailed in the Old Prison on Court Street, where the new wing of the City Hall now stands, the same prison which confined the witchcraft victims. Captain Kidd suggested to Lord Bellamont that he should go back while still a prisoner to his captured treasure ship and that he and Bellamont should divide the $300,000 of valuables which the Captain said were on board. The Governor's connection with Captain Kidd was already none too creditable, and it was fortunate indeed for him that he turned down the offer. The hillsides of Southern Rhode Island and the waters of the Hudson River have been searched, but nothing has been discovered of Kidd's treasures except an old chest which was found on Gardiner's Island, just off the end of Long Island, where Captain Kidd landed in 1699. Lord Bellamont sent commissioners to dig up these buried treasures, and an inventory was made of the articles that were found, which is said to be in the possession of the Gardiner family who now own the island.



CAPTAIN KIDD HANGING IN CHAINS.

From an old print in "The Pirates Own Book or Authentic Narratives of the Lives, Exploits and Executions of the Most Celebrated Sea Robbers."

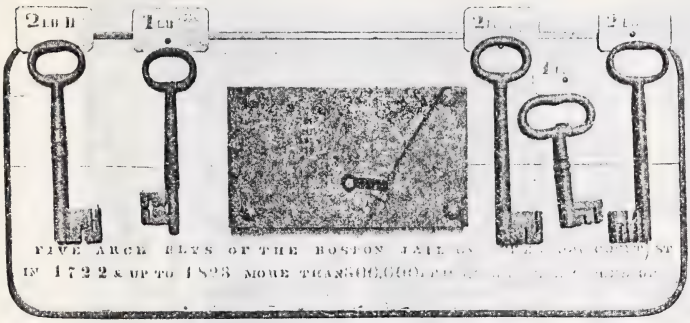
"My Lord, it is a very hard sentence," said Kidd, when asked why sentence should not be passed against him. "For my part, I am the most innocent person of them all, only I have been sworn against by perjured persons." He was executed on Execution Dock, England, and hung up in chains some distance down the river.

It was now a question what to do with the pirate, as it was discovered that the laws of the Province were insufficient to execute criminals guilty of piracy. Two other brigands had escaped from this same prison, and Governor Bellamont more than once wished his prisoners were safely lodged in Newgate jail. An English frigate, the *Advice*, took Captain Kidd back to England, arriving in April, 1700. He was imprisoned for a long time, was tried for both murder and piracy and then hanged. He died hard. The rope broke the first time, but the second attempt proved successful. He committed the murder at sea,

the victim being his gunner, whom he killed by striking with a water bucket.

The pirates' song supposed to have been written by Benjamin Franklin is worth quoting. Ned Teach was another well-known rover of the seas.

"Then each man to his gun
For the work must be done,
With cutlass, sword, or pistol;
And when we no longer can strike a blow,
Then fire the magazine, boys, and up we go.
It is better to swim in the sea below
Than to hang in the air, and to feed the crow,
Said Jolly Ned Teach of Bristol."



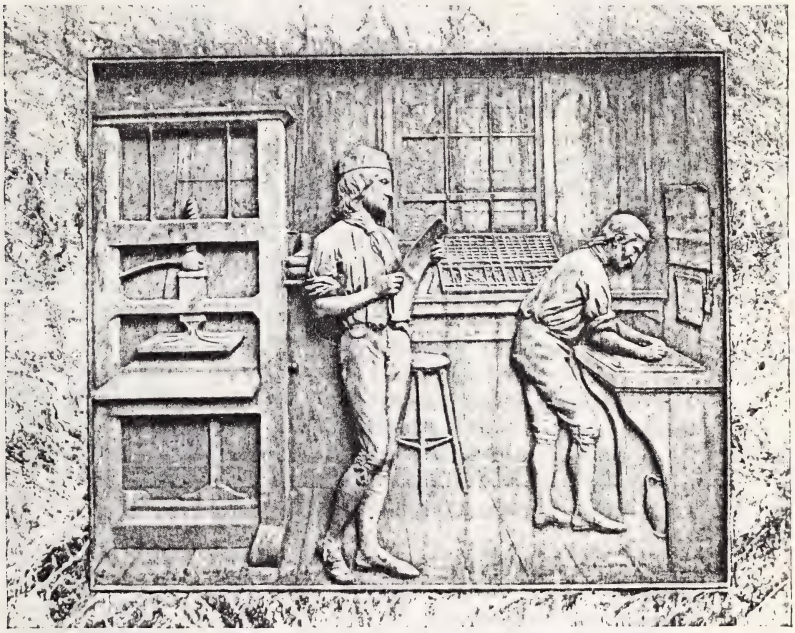
Keys to jail on Queen Street in which Captain Kidd was imprisoned. Now in the possession of the Bostonian Society.

BENJAMIN FRANKLIN DELIVERS NEWSPAPERS IN BOSTON

There is something very romantic and attractive in thinking of Benjamin Franklin early in his teens setting the type of his brother James' *New England Courant*, printing the sheets from the old press now in the Bostonian Society rooms, and then carrying the papers through the streets to the houses of his customers. He was born on January 17, 1706, in a small house on Milk Street, where the family resided for a few years until they moved to the corner of Hanover and Union Streets. He was the most amusing member of the family. Once when he was watching his father, Josiah, prepare the winter's supply of salt fish, young Franklin suggested that he would save a lot of time if he said grace over the whole cask at once. His father was by trade a soap-boiler and tallow-chandler, and when his son had studied at the Latin School a few years he took him home at the age of ten to assist him in his own business. He showed so little interest in making soap and candles that his father decided to apprentice him as a printer to his elder son, James. Here Benjamin found more opportunity to read, the first literature that came to his notice being "Pilgrim's Progress" and the *Spectator*. It was not long before he wrote anonymous articles and shoved them surreptitiously under the door of the printing room, and to his great joy they were printed.

Had James realized that they were from the pen of his brother they would probably have found their way into the scrap basket, as the two agreed none too well in business.

The Mathers didn't at all approve of the *Courant;* it spoke too freely, and so the Assembly imprisoned James Franklin. In the mean time Benjamin had full charge of the management. When the elder brother had served his term he was discharged but ordered not to print his paper unless it were first supervised by the Secretary of the Province. It was then determined that the *New England Courant* should be issued under Benjamin's name, and this plan was carried out for



Bronze tablet on statue of Benjamin Franklin, Boston City Hall Courtyard.

about three years, the imprint reading, "Boston, printed and sold by Benjamin Franklin, in Queen Street, where advertisements are taken in." The building that was used as his first shop later became a bookstore, and was ornamented with a head of Franklin for many years, until it was torn down. Over the office was the Long Room Club, where Adams, Hancock, Otis, Warren, Church, Quincy, Dawes, Paul Revere and others laid their plans for resisting the British.

The animosity between the two brothers increased, and Benjamin soon gave up his position and looked for another one in some of the other printing houses in Boston. His brother had, however, gone to these same offices and prevented his getting any employment, and in October, 1723, he left the city in disgust. Had he been able to find some occupation, Boston might have been able to claim him during his whole life, instead of for only his first seventeen years.

The town of Franklin, Mass., was named after him, and books to the value of £25 were given by Benjamin Franklin to be added to its library.

SOME INTERESTING EVENTS IN CONNECTION WITH CHRIST CHURCH, OR "OLD NORTH CHURCH"

The Old North Church on Salem Street is the oldest church in Boston standing on its original ground, and was the second Episcopal Church erected in the town. For many years its tall spire served as a landmark for vessels entering the harbour. As a boy Governor Phips dreamed that he would some day become rich and live on Salem Street, which was then called Green Lane, and later his dream came true. The North End was practically an island at one time and was reached by a bridge where Hanover and Blackstone Streets now meet. In the early days religious services were held in the Old State House.

Christ Church is chiefly noted for its connection with the Revolution and Paul Revere, yet there is much more history which, though less well known, is nevertheless most interesting and instructive. The corner-stone was laid in 1723 by the Rev. Samuel Myles, then rector of King's Chapel, who pronounced the following words: "May the gates of Hell never prevail against it." It was opened for divine service on December 29 of the same year by the first rector, the Rev. Timothy Cutler, who had a most unusual career. He was Doctor of Divinity of both Oxford and Cambridge universities, also was a graduate of Harvard in 1701 and then became President of Yale College in 1719. His home was on Salem Street. Dr. Cutler in a letter at this time stated that there were thirty-two "Negro and Indian slaves" in his parish. In the early days a fine was imposed upon any member who "does not appear within two hours after the time appointed for a meeting."

A most interesting Bible was presented to the Church by King George II. in 1733. It is called the "Vinegar Bible," on account of a curious error which appears on one of the pages, the word "Vinegar" being printed in place of the word "Vineyard," in the chapter of St. Luke which refers to "The Parable of the Vineyard." Some of the Prayer Books have paper pasted over "King and Royal Family," and the words "President of the United States" written over it. The Church also owns a Communion Service, several pieces of which were given by King George II., and may be seen at the Museum of Fine Arts. At one time part of this Communion set was pledged to the creditors of the Church.

A chime of eight bells, each bearing a different inscription, was placed in the steeple in 1744, having been made in a famous foundry in England. On bell "3" is written, "We are the first ring of bells cast for the British Empire in North America." For some years there was a guild of bell ringers composed of Paul Revere, John Dyer, Josiah Flagg, E. Ballard, Jonathan Law, Jonathan Brown, Jr., and Joseph Snelling.

Captain Gruchy, a member of the Church and commander of the

Privateer *Queen of Hungary*, presented to the church the four small statues in front of the organ, which were captured from a French vessel during the French and Indian war in 1746. They were doubtless intended for a Catholic cathedral on the St. Lawrence River, but instead found their way to a Protestant church in Boston.

It is said that General Gage watched the burning of Charlestown and the Battle of Bunker Hill from Christ Church steeple. In this battle Major Pitcairn was killed by a bullet fired by a negro soldier from Salem, and his remains were buried in the tomb beneath the church. About this time Lieutenant Shea, who died of fever, was also buried here. Some years later Major Pitcairn's friends in England sent for his body, and it is believed that through some curious mistake the remains of Lieutenant Shea were shipped in its place, so that the tablet in Westminster Abbey possibly marks the last resting place of Shea, who had a very commonplace end, instead of marking the remains of the hero whose bravery its inscription commemorates. Samuel Nicholson, First Commander of the *Constitution*, was also buried here.

Rev. Mather Byles was pastor from 1768 to 1775. His father, who was pastor of King's Chapel, was the celebrated wit of the town and was always cracking jokes. There are some good stories of his in "Dealings with the Dead." In 1777 he was arrested as a Tory, placed under guard and ordered sent to England in forty days. He was discovered one morning pacing before his door with a musket on his shoulder, and one of his neighbors asked the cause. "You see," said the Doctor, "I begged the sentinel to let me go for some milk for my family, but he would not suffer me to stir. I reasoned the matter with him; and he has gone himself, to get it for me, on condition that I keep guard in his absence." He frequently referred to his keeper as his "Observe-a-tory." He was also intimate with General Knox, who after the evacuation marched through Boston at the head of his artillery. Byles yelled out to him, "I never saw an ox fatter in my life." General Knox, who was quite stout, did not at all appreciate the remark.

In front of Dr. Byles' house there was a mire, and he often tried to get the selectmen to fill it in. One morning two of the board happened to drive too near the bog, and their carriage sank in. Dr. Byles walked by them as they were trying to extricate themselves and politely remarked, "I am delighted, gentlemen, to see you stirring in this matter, at last." Another time a man with a toothache met the Doctor and asked him where he could have it drawn. The Doctor gave him a name and street number. On going to the address the occupant of the house answered him, "This is a poor joke for Dr. Byles, I am not a dentist, but a portrait painter—it will give you little comfort, my friend, to have me draw your tooth." Dr. Byles had sent him to Copley. Another time, when the Rev. Mr. Prince for some reason did not keep an engagement to preach, Dr. Byles rose and preached from the text, "Put not your trust in princes."

It is recorded that once some one got the better of the Doctor. He was devoted at one time to a lady who finally married a Quincy. He met her one day and asked her how she happened to choose Quincy

instead of Byles. She replied, "If there had been anything worse than biles Job would have been afflicted by them."

Rev. William Montague, who was Rector from 1786 to 1792, and who lived in Dedham, Mass., was the person to whom a man called Savage gave the ball which killed Warren, although the identity of the bullet has sometimes been questioned. Dr. J. Collins Warren believes that the bullet was buried with the body. In the Old South Church there is a photograph of the skull of General Warren, which shows a large bullet wound in the head. He was supposed to have been shot while climbing over a stone wall.

In 1815 a bust of George Washington was presented to the church, and is believed to be the first memorial erected to him in a public place. Lafayette said it was the best likeness of Washington that he had ever seen.

It has never been definitely determined who hung the lanterns in the belfry on that memorable 18th of April, the highest authorities being at variance between Robert Newman, the Sexton, and Captain John Pulling, Jr., a close friend of Paul Revere. It is certain that both had much to do with displaying the warning. Newman was discovered in bed and arrested, but nothing could be proved against him. Captain Pulling certainly acted as if he were guilty, for, disguised as a laborer, he made his way by sea to Cohasset, where he and his wife remained in hiding for some time. His wife was a Hingham woman named Sarah Thaxter. Each year the lanterns are hung in the belfry by one of the descendants of Paul Revere. On the next to the last anniversary the little boy who was carrying them fell and broke one, but it was soon repaired.

To the Rt. Rev. William Lawrence, the present Rector, is chiefly due the preservation of the building, which was reopened on Sunday, December 29, 1912.

WOODBRIDGE–PHILLIPS DUEL ON THE COMMON

The duel between Benjamin Woodbridge and Henry Phillips was the first in Boston which resulted in the death of one of the participants. Both of these men were merchants of the town and highly respected citizens, and the affair quite naturally caused much excitement. The origin of their quarrel, which started on the evening of July 3, 1728, at the Royal Exchange Tavern on King Street, has always been a mystery, though it must have been of a serious nature. They repaired at once to the Common, which had already witnessed several duels in times gone by, and settled their controversy near the old Powder House Hill and not far from the water where Charles Street now lies. Phillips ran his sword completely through the body of Woodbridge, who was not discovered until early the following morning. There were no seconds. The survivor became much alarmed when he realized that he had probably killed his adversary, and as he walked across the Common he met Robert Handy of the White Horse Tavern and begged him to go back and get a surgeon for the wounded man. Handy, however, concluded that it would be safer for him to return to his Inn. Governor Dummer immediately issued

a proclamation commanding all persons in the Province to endeavor to capture Phillips and bring him to justice, and hand-bills were placed upon all the town pumps and chief corners of the town, according to the custom of the day. Phillips, however, eluded his pursuers, with the aid of his brother Gillam and Peter Faneuil, whose sister married this same Gillam. He was concealed for a short time in the house of Colonel Estis Hatch and was then rowed from Gibbs Wharf in Fort Hill, in Captain John Winslow's boat, to the British man-of-war *Sheerness* which was lying near Castle Island. Officers endeavored to find this ship, and others from the cupola of the old Town House scanned the harbour in vain. The *Sheerness* had already departed for Rochelle, France, with her unhappy exile, who died the following year in distress over the deed he had committed. His mother went over to comfort him, but arrived after his death. Governor Burnett succeeded Governor Dummer about a month after the duel, and, with eighty-seven other prominent citizens, signed a petition for Phillips, certifying as to his honorable character and asking for his pardon for what was then a charge of murder.

Woodbridge's body was taken to the house of his partner, Jonathan Sewall, and his funeral was attended by the Commander-in-Chief, several of the Council, and many of the townspeople. He was buried in the Granary Burying Ground. A sermon with this duel as the text was delivered a few days later by Dr. Joseph Sewell, of the Old South Church. Phillips was only twenty-two years of age, and his victim was only a few years older.

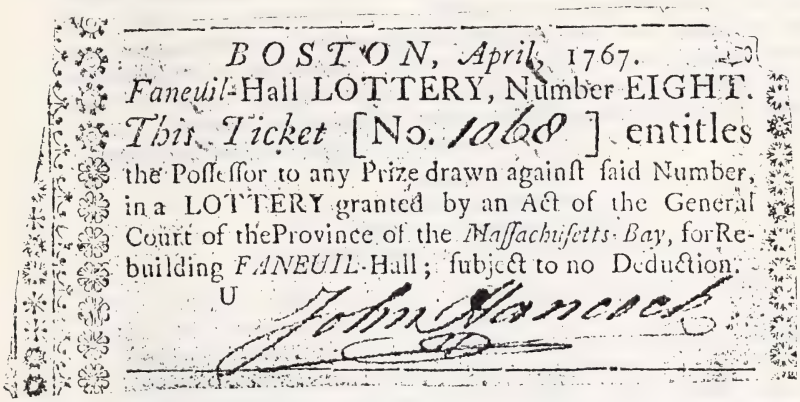
A law was passed soon after to prevent duelling, which provided that, even if no injuries were inflicted, any person convicted of engaging in a duel should "be carried publicly in a cart to the gallows, with a rope about his neck, and set on the gallows an hour, then to be imprisoned twelve months without bail." Any one who was killed should be denied Christian burial and must be buried "near the usual place of execution with a stake drove through the body." The survivor was considered a murderer and must be executed and buried in a similar manner.

MASSACHUSETTS ISSUES LOTTERY TICKETS TO HELP REBUILD FANEUIL HALL

This cut, which is taken from an original lottery ticket to be seen in the banking rooms of the State Street Trust Company, shows one of the six thousand tickets sold under the auspices of the Massachusetts legislature in 1762 to help rebuild Faneuil Hall, which was destroyed by fire the year before. A special committee, consisting of Thomas Cushing, Samuel Hewes, John Scollay, Benjamin Austin, Samuel Sewall, S. P. Savage and Ezekiel Lewis, was appointed to act as Managers of the lottery, and subscribers could get their numbers from the Board or from the firm of Green & Russell in Queen Street. The tickets were sold for $2 apiece, which brought in $12,000, but as there were 1,486 prizes amounting to $10,800 there was only a net profit of $1,200 to pay to the contractor. There was one prize of $1,000 and one of $500, all the others being of smaller amounts,

ranging down to $4. The contractor made many complaints about the slowness of payment, and a committee was chosen to decide the dispute. Although Governor Hancock signed the original of which this cut is a copy, he did not sign all of the issue, and later on he exerted his influence against this scheme of raising money, which encouraged gambling and at the same time produced such meagre results. Faneuil Hall was occupied for a town meeting again in March, 1764.

Lotteries were regarded almost in the light of investments and were authorized by the State authorities. It was thought as respectable to sell tickets as to sell Bibles, and the two have been seen classed together in the same advertisement. Without doubt lotteries were


BOSTON, April, 1767.
Faneuil-Hall LOTTERY, Number EIGHT.
This Ticket [No. 10608] entitles
the Poſſeſſor to any Prize drawn againſt ſaid Number,
in a LOTTERY granted by an Act of the General
Court of the Province of the Maſſachuſetts-Bay, for Re-
building FANEUIL-Hall; ſubject to no Deduction.
U
John Hancock

Picture of original lottery ticket to rebuild Faneuil Hall. In the collection of the State Street Trust Company.

a means of raising money (which could not otherwise at that time be procured) for churches, colleges, roads, bridges, ferries, wharves, etc. Advertisements were common, and often the figure of Fortune blindfolded and balancing herself upon a wheel was used, or men angling for prizes. Notices often spoke of the lottery as a "speedy cure for a broken fortune." One of the most important public lotteries was held by Harvard University to build Stoughton Hall and, later on, Holworthy; in 1774 the Province held one to replenish the treasury. Charlestown also had a large one, as did Dartmouth College; there was also one to pave Boston Neck, to make Gloucester Road, to improve Plymouth Beach, and for the benefit of a paper mill in Milton. There were likewise many private lotteries, some of which were managed dishonestly, the drawn tickets often being sold a second time.

The lottery originated in Florence in 1530, and was first instituted in England in 1567, when the first drawing took place at the west door of St. Paul's.

General Lincoln of Massachusetts had a law passed in 1833 prohibiting the sale of tickets in this State.

LIBERTY TREE

"Of high renown, here grew the tree,
The Elm so dear to Liberty;
Your sires, beneath its sacred shade,
To Freedom early homage paid.
This day with filial awe surround
Its root, that sanctifies the ground,
And by your fathers' spirits swear,
The rights they left you'll not impair."

Judge Dawes.

Hundreds of people daily hurry past the corner of Essex and Washington Streets and pass the spot where, exactly a century and a half ago, stood an old elm tree from the branches of which dangled the effigy of Andrew Oliver. Oliver was Secretary of the Province and personified to the people the Stamp Act,—the thing the colonists hated most in the world. This elm, which played such an important part in the early history of the Colony, came to be known as Liberty Tree. A freestone bas-relief now marks the spot where it once stood; thereon is the following inscription:—

Liberty 1765
Law and Order
Sons of Liberty 1766
Independence of their Country 1776.

The effigy of Oliver, discovered swinging from the largest branch of the tree, created wild excitement.

"Take it down," Governor Hutchinson commanded the sheriff.

"I don't dare to, sir," retorted that dignitary.

Local revolution was in the air—and the sheriff undoubtedly wanted to keep clear of the tar pot and a nice warm coat of many feathers.

The day that Oliver's effigy hung, along with a boot, with the devil peeping out of it, might have been a holiday judging by the excitement that reigned throughout the town. The boot was intended as a pun upon the name of Lord Bute, Prime Minister of England. Business was practically suspended. Crowds came from miles around. All day long the figures dangled from the tree. When day closed the effigies were removed—a procession solemnly formed, followed by thousands of all sorts and conditions; the effigies were placed on a bier, and the procession marched solemnly to the Town House. From there it moved to the supposed office of the Stamp Master. On it went to Fort Hill, where the effigies were burned in full sight of Mr. Oliver's house. The Sons of Liberty, later on, compelled Oliver to make a public resignation before Richard Dana, Justice of the Peace, beneath the Liberty Tree; no other place would satisfy them.

Other figures of those favoring the Stamp Act and other English regulations appeared on the branches of Liberty Tree, including those of Charles Paxton, a revenue collector, and Benjamin Hallowell, Comptroller of Customs. Then a tablet was fixed,—a copper plate bearing the inscription in gold letters, "The Tree of Liberty, August 14, 1765." The spot became the meeting place of the Sons of Liberty

and continued to be until the colonists were driven out of Boston by the siege. The date February 14, 1766, was set on it by the Sons of Liberty, and by their order the old tree was pruned. The repeal of the Stamp Act was also celebrated with illuminations on the tree and on the Common. The ground about the tree became known as Liberty Hall, and in August, 1767, a flagstaff was erected which extended through the highest branches of the tree; when a flag was hoisted from this staff, it was a signal for the Sons of Liberty to gather for an important conference.

The admiration of Bostonians for their Liberty Tree is shown by the will of a man called Philip Billis, who left a considerable fortune to two friends on condition that they would bury his body beneath the shadow of its branches.

The British entertained as great a contempt for the tree as they did for the colonists. When poor Ditson was tarred and feathered he was compelled to parade in front of Liberty Tree. At length so great an eye-sore was the famous landmark that during the last week in August, 1775, a party led by Job Williams destroyed it. "Armed with axes," says the *Essex Gazette* of 1775, "they made a furious attack upon it. After a long spell of laughing and grinning, sweating, swearing and foaming, with malice diabolical, they cut down the tree because it bore the name of Liberty." One of the British party, during the attack, lost his life by falling from one of the highest branches to the pavement. The tree had been planted one hundred and nineteen years, in 1646, and the Pemberton Manuscript states that it bore the first fruits of liberty in America. Long after the Revolution the place where it had stood for so long was called Liberty Stump. On it was erected a pole which served for many years as a guide-post, which having decayed was replaced by a second pole just after the arrival of General Lafayette as a guest of the nation in 1824. As the General's carriage stopped in front of the famous spot he was much affected. A pleasing incident occurred there. A young girl, with a red, white and blue sash across her shoulders, came down the steps of the Lafayette Hotel opposite, bearing on a silver salver two goblets and a bottle of old wine from France. Lafayette drank the wine she gave him with great gallantry. Later, in speaking of the Tree, he said, "The world should never forget where once stood the Liberty Tree, so famous in your annals."

SIGNING OF THE CHARTER PAPERS OF THE BOSTON TEA PARTY VESSELS IN THE ROTCH WHALING OFFICE, NANTUCKET

The Charter Papers of the three ships that brought the tea into Boston Harbour in 1773 were made out and signed in the whaling office of William Rotch, which still exists as a Club at the foot of old cobble-stoned Main Street in Nantucket. Rotch sailed for London in the early part of the year in a ship commanded by Alexander Coffin, and while there he made a contract with the East India Company to take a cargo of tea to Boston in three of the ships belonging to his firm. Two of the vessels were "whalers," one being the

Dartmouth of New Bedford, commanded by Captain James Hall, and the other the *Beaver*, captained by Hezekiah Coffin of Nantucket; the third was the *Eleanor*.

It was this same Rotch who, after the Revolutionary War, moved his family and other Nantucket whalemen to Dunkirk, and from there carried on the pursuit of whaling, being the first ship-owner who ever sent a whaleship into the Pacific Ocean. On the occasion of a French victory, during his residence in Dunkirk, all the inhabitants lighted bonfires on their lawns, and any one who didn't do so was held under suspicion. Rotch was a Quaker, and it was contrary to his belief

The Rotch Whaling Office, now the Pacific Club, at the foot of Main Street, Nantucket. The old whale weathervane can be seen above the building.

to celebrate in this manner. It was necessary therefore to seek the protection of the authorities in Dunkirk, who placed a representative on the lawn of all the Quaker residences to explain the reason why it was impossible for them to join in the celebrations. Rotch returned to America, but his son Benjamin and daughter-in-law never came back. She was so ill on the voyage over that her doctor advised her never to attempt the return journey, and she remained abroad all her life.

The old brick counting house shown in the picture above was built in 1772 by William Rotch & Sons, who occupied it until 1795, when they moved to New Bedford. The old building has an exceedingly interesting history. Many a whaleship has been started from here on her long voyage to report years later her success or failure; and, finally, when the industry died out in 1861, seven of the captains

organized the Pacific Club, which was composed of retired whaling veterans, using the lower floor of the building for Club rooms. The last captain died in 1913 at the age of ninety, but the original twenty-four memberships are to-day possessions that are highly prized by the descendants of the old whaling families of the Island. There are also forty-four "annual" members, twenty of whom are summer visitors. The ship prints on the walls would excite the envy of all collectors, and it is a pity that the old stove in the centre of the room cannot repeat the whaling yarns that have been told around it. In the picture can be seen the whale weathervane rising from a platform so common in the Nantucket houses, which is built on the roof to enable the families to detect the home-coming of their ships.

The Tea Party was productive of several amusing incidents. All of the contents of the three hundred and forty-two chests of tea did not float down the harbour with the tide. When Thomas Melville, one of the "Mohawk Band," returned home his wife collected some of the tea from his shoes and preserved it in a bottle. It is believed that this possession was handed down to Samuel Shaw, son of Judge Shaw, and it is doubtless in existence to-day, the property of a member of the family. Several persons were detected in the act of stealing tea. One of the "Indians" filled his pockets and even the lining of his clothes, but was soon detected. Some one grabbed him by his coat, which came off, enabling the wearer to escape, but not without having to run the gauntlet of the crowd on the wharf, each one of whom gave him a kick. His coat was nailed to the whipping-post in Charlestown, the place of his residence, with the name of the owner labelled upon it in large letters.

It is only natural that Bostonians should take a deep interest in this old building, which serves to link together by its history the town of Nantucket and our city.

GENERAL WARREN CLIMBS THROUGH THE WINDOW OF THE OLD SOUTH CHURCH TO DELIVER HIS FAMOUS "MASSACRE" SPEECH

Warren raised himself, a Tory writer has said, from a barelegged boy to be a major-general. As a boy, he was manly, fearless and independent, which characteristics he still possessed as he grew into manhood. He was so determined to commemorate in a fitting way the Boston Massacre that he climbed in the window of the Old South Church, there being no other way of reaching the pulpit, and there delivered his address before an audience of townspeople and a company of armed officers of the king's army. There's a story told of his college days at Harvard. Several of his class in the course of a frolic tried to exclude him by shutting themselves in a chamber and barring the door so tightly that he could not force it. Warren, bent on joining them, saw that their window was open, and that a spout was near it which reached from the roof to the ground. He went to the top of the house, walked to the spout, slid by it to the open window, and threw himself into the room. At that instant the spout fell. He quietly remarked that it had served his purpose. He then en-

tered into the sport of his classmates. "A spectator of this feat and narrow escape," says Knapp, "related this fact to me in the college yard, nearly half a century afterwards, and the impression it made on his mind was so strong that he seemed to feel the same emotions as though it happened an hour before."

Warren was a writer as well as an orator. He was thirty-five years old when he delivered his oration on the anniversary of the Boston Massacre. It was in 1775, and the town was occupied by hostile troops. It had been given out that it would be at the price of life to any man to speak of the massacre, as there was unrest and clashing on every hand, and the parties concerned were on the verge of war. In the midst of such conditions, at his own suggestion, Warren was appointed orator. The anniversary fell on Sunday. It was to be celebrated on Monday, and early in the day carriages and people began to arrive in Boston. The Old South was crowded. The pulpit was draped in black. On the platform were the chief leaders of the colonists,—Samuel Adams, John Hancock, and the rest. It was observed that the aisles were crowded with British officers, thereupon Samuel Adams courteously asked the occupants of the front pews to move that the officers might be seated. Some forty, in uniform, filled the pews and the pulpit stairs. The audience was uneasy. There was a stir among the crowd outside, and Warren drove up in a chaise and went directly to the house opposite the church, where he put on his black robe. To avoid the crowd he went around to the rear of the church, gathered his robe about him, climbed a ladder and entered the church through the window back of the pulpit. The silence that followed his appearance in the pulpit was oppressive.

"His speech," says Frothingham, "imbued with the spirit of a high chivalry and faith, resounds with the clash of arms. The speeches in which prominent actors in Grecian and Roman story develop their policy or promote their objects, not words actually spoken, but what the relator thought fitting to have been spoken, were regarded as valuable delineations of the temper of these times. But here were the words of an earnest and representative man, uttered on the eve of a great war, and in the presence of a military power whom he was soon to meet in the field."

For the sake of the cause, it has been said, Warren dared to speak what some scarce dared to think.

Some of the officers groaned when the Old South audience applauded—though as a whole they remained quiet until the close of the oration. Captain Chapman of the Welsh Fusileers, seated near the pulpit, held up a handful of bullets in the course of the oration, and Warren, observing the action, dropped his white handkerchief over the officer's open palms and then continued his fiery remarks. Later, when the town's representatives moved that the thanks of the town be presented to the orator for the oration, the British officers pounded on the floor with their canes, some hissed, others cried "Fie! Fie!"—the latter, being understood for a cry of fire, caused some panic. Even then, the king's representatives did not succeed in breaking up the meeting. The 47th Regiment happened to pass the church at the time, and the commander ordered the

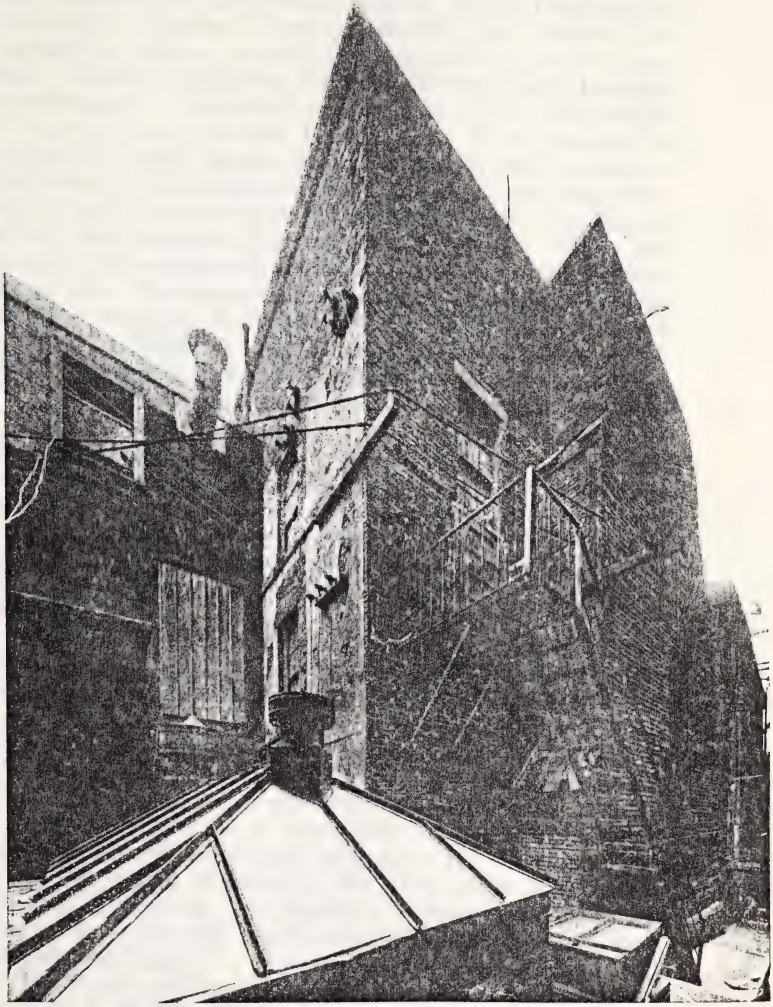
drums to beat in order to drown the voice of the orator. It was learned afterwards that a plot had been arranged to seize Adams, Hancock and Warren. It had been planned that an ensign was to give the signal by throwing an egg at the orator, but luckily he fell on the way to the meeting, dislocating his knee and breaking the egg, thereby spoiling the scheme.

"The Assembly," says Samuel Adams, "was irritated to the greatest degree, and confusion ensued. They, however, did not gain their end, which was apparently to break up the meeting, for order was soon restored. It was provoking enough to the whole corps that while there were many troops stationed here, there should yet be one for the purpose of delivering an oration, to commemorate a massacre perpetrated by soldiers and to show the danger of standing armies."

"The scene was sublime," Samuel L. Knapp says. "There was in this appeal to Britain—in this description of suffering, dying, horrors—a calm and high-souled defiance which must have chilled the blood of every sensible foe. Such another hour has seldom happened in the history of man, and is not surpassed in the records of nations. The thunders of Demosthenes rolled in the distance at Philip and his host; and Tully poured the fiercest torrent of invective when Catiline was at a distance, and his dagger no longer feared, but Warren's speech was made to proud oppressors resting on their arms, whose errand it was to overawe, and whose business it was to fight."

THE LAST BALL IN THE PROVINCE HOUSE, WITH SOME INTERESTING INFORMATION IN REGARD TO THE HOUSE

Sir William Howe, the last Royal Governor of the Colonies, gave a ball at Province House on February 22, 1776, during the latter part of the siege of Boston. It was attended by the officers of the British army and the Royal Tories of the Province, and every one appeared masked and in some kind of masquerade costume. It was Sir William's idea to have some kind of festivity in order to hide the distress and general gloom caused by the siege. Nathaniel Hawthorne gives us a description, which, although full of romance and legend, nevertheless is an excellent picture of Boston at this time. The chief interest was centred on a group of persons who were dressed up most ridiculously in old regimental costumes which looked as if they might have been worn at the siege of Louisburg, or in some of the old wars. One person represented George Washington, others Gates, Lee, Putnam and other officers of the American army. They looked more like scarecrows than anything else. There was an interview between these skeleton warriors and the British Commander-in-chief, which was received with great applause. It is related that while the party was in progress there went by a parade with muffled drums, the trumpets giving forth a wailing sound which was evidently intended to worry Sir William and make him realize that troubles were near at hand. He went out of the house and ordered it to disperse. The Puritan Governors Endicott, Winthrop,



PROVINCE HOUSE AS IT IS TO-DAY.

The wall on the right of fire-escape is the original east end of the Province House. It was impossible to get a better view, on account of the narrow passageway.

Vane, Dudley, Haynes, Bellingham and Leverett were then seen walking down the staircase. Lord Percy believed that there might be some kind of a plot, but his host persuaded him that it was only a jest and a very stupid one at that. Old Governor Bradstreet then appeared, followed by Governors Andros, Phips, the Earl of Bellamont, Governors Belcher, Dudley, Burnet and Shute. Sir William Howe and his guests watched the pageant with anger, contempt and fear. Governors Shirley, Pownall, Bernard and Hutchinson were also represented. Last of all appeared the figure of Governor Howe about to leave the Province House. The figure walked to the door, clenched his hands, stamped his foot and uttered a curse as he gave up his home after his defeat. It is said that not long after this he actually used these same gestures when as the last Royal Governor he left the Province House never to return. While the ball was in progress it is reported that there was a roar of artillery which announced that Washington had captured another entrenchment at Dorchester Heights. Captain Joliffe, a Whig, who happened to be present, asked Sir William if he realized the significance of the pageant, and was warned by his host "to take care of his gray head and that it had stood too long on a traitor's shoulders." Joliffe replied that the Empire of Britain in this Ancient Province was about to give its last gasp that night. The festival soon broke up.

The names of the actors of that night have never been found out, but have gone down in history together with the Indians who scattered the boxes of tea in Boston Harbour. There is a legend that on the anniversary night of the defeat of the British, the ghosts of the ancient governors of Massachusetts glide through the doorway of Province House.

When the Governor left he handed over the key to old Esther Dudley, his housekeeper, who, it is related, stayed for many years in the old house and was still faithful to the King. It is said that many of the old Tories of Boston used to meet here and drink some of the old wine that was still left. It has even been reported that she used to illuminate the house every year on the anniversary of the King's birthday and that she often climbed to the cupola in search of a British fleet or a procession of Redcoats, which she always thought would come and recapture the Colony. The people, however, felt quite differently, for they often would say, "When the golden Indian on the Province House shall shoot his arrow, and the cock on the Old South steeple shall crow, then look for the Royal Governor again." This was a by-word in the town.

The land of the Province House, the original plan of which can be seen in the office of C. H. W. Foster, Esq., was given to the Massachusetts General Hospital in 1811, the same year it was incorporated. The Trustees of the Hospital in 1817 leased the property for ninety-nine years to David Greenough, who changed over the front of the building into stores and leased them. Later the building was turned into a tavern and then into a hall for negro minstrels, until it was almost destroyed by fire in 1864. The house is now used as part of the Old South Theatre, which has its entrance on Washington Street almost opposite the Old South Church. The photograph on

page 42 gives a view of the northeast wall, now one side of the theatre, which is practically as it has been for several generations. It is well worth a visit and may be found by going up School Street, then along Province Street, turning down the first alleyway before coming to Province Court, which is extremely narrow. The old wall is at the end of the passageway on the right. This end of the old house consists of a huge exterior chimney, which is "stepped," or smaller at the top than at the bottom. There is only one like it in all New England. The entire front wall towards Washington Street —then Marlborough Street—is still standing, but is more difficult to find on account of the extension erected by the theatre. Of the other two sides, scarcely any part exists to-day.

The Indian which stood on the cupola is now in the possession of the Massachusetts Historical Society. The porch once stood in front of the "Poore" farm, at Indian Hill, West Newbury, now owned by the family of F. S. Moseley, Esq. The interior panelling from one of the rooms of Province House, said to have been the Council Chamber, is now in one of the rooms at Indian Hill.

"FROG" DINNER GIVEN TO THE OFFICERS OF THE FRENCH FLEET

When Admiral d'Estaing and his fleet visited Boston in 1778, they were most hospitably received, and among the various entertainments held in their honor was a dinner given by Mr. Nathaniel Tracy of Cambridge. He had seen some of d'Estaing's sailors hunting frogs in the Frog Pond, and, believing them to be a national dish, he had all the swamps of Cambridge searched for enough of these animals to supply his guests. There was a large tureen at each end of the table, and from one of these Tracy ladled out soup and a frog for each guest. The French Consul, M. L'Etombe, fished out his frog, held it up by its hind legs, exclaiming, "Mon Dieu, une grenouille," and then passed it around the table to his friends. The Frenchmen were greatly surprised at this "delicate attention," and Mr. Tracy was fully as astonished to find that they did not appreciate his efforts in the way that he had intended. "What's the matter?" said he. "Why don't you eat them?" "If they knew the confounded trouble I had to catch them in order to treat them to a dish of their own country, they would find that, with me at least, it was no joking matter."

John Hancock, the Governor of Massachusetts, also welcomed the Frenchmen to his attractive house on Beacon Hill. It was important for America while at war with England to encourage the friendship of the French, with whom a treaty had just been made. Governor Hancock was much disturbed at the prospect of entertaining such distinguished guests, and in a letter to Henry Quincy begged him to help find suitable food for them. Admiral d'Estaing asked if he might bring his three hundred officers with him. There wasn't food enough for all, but Mrs. Hancock rose to the occasion and sent her servants to the Common to milk any cows they could find. The owners of the animals were more amused than displeased and

made no protest. The French Admiral invited the Governor's wife to dine on board his flagship, and she got even with him by bringing with her all the women she could get together. While at dinner she was requested to pull a cord, which was the signal to discharge all the guns of the squadron in her honor.

Admiral d'Estaing was later one of the victims of the guillotine in the French Revolution.

THE PENOBSCOT EXPEDITION—PAUL REVERE A LIEUTENANT

For several reasons this expedition is of interest to the people of Boston and Massachusetts. Brigadier-General Solomon Lovell of Weymouth was Commander-in-Chief, Peleg Wadsworth, Adjutant-General of Massachusetts, was second in command, and Paul Revere was Lieutenant-Colonel in command of a train of artillery. Also the attack was directed against Bagaduce, now part of Castine, which is near the Penobscot River and within a few hours' sail of Camden, Islesboro, Isle au Haut, Belfast and North Haven, where many residents of this State have their summer homes. General Lovell's diary, found in 1879 and published in 1881 by the Weymouth Historical Society, gives a most accurate account of this expedition, which at the time of sailing from Boston, July 19, 1779, seemed to be most formidable, but which turned out actually to be a most unfortunate undertaking. Solomon Lovell had served as Colonel of one of the Massachusetts regiments at Dorchester Heights in 1776; he was related to James Lovell Little and Luther Little, both of Boston. Though the expedition was a failure, it was through no fault of General Lovell's, who showed himself throughout to be an honest, brave and competent officer.

In June, 1779, a British force under General McLean took possession of a peninsula on Penobscot Bay, now part of Castine, in order to prevent the ships of Boston, Newburyport, Salem and Marblehead from making this Maine seaport their base in their raids upon British commerce. The British troops then built a fort two hundred and fifty feet square, called Fort George, on the high ground of the peninsula. Its outline is still standing, and the remains of the dungeon are clearly visible. The interior to-day furnishes a convenient practice field for the Castine Baseball Club, and the earthworks afford excellent bunkers for the Castine Golf Club.

The news of the occupation of Castine by the enemy caused consternation among the Eastern Colonies, and orders were issued by the General Court to fit out an expedition to dispossess the English of their newly acquired territory. The Board of War was ordered to equip the *Warren* and the *Providence* and other vessels, to muster 1,200 militia and 100 artillery, and to collect ammunition, provisions and supplies of all kinds. The fleet of nineteen ships, under the command of Dudley Saltonstall, of New London, was probably the strongest naval force furnished by New England during the Revolution. The cost was £1,739,174 11*s.* 4*d.* and proved to be a large burden on the Colony.

The expedition arrived off the Fox Islands on the 24th of July, and on the 26th the marines attacked one of the enemy's positions with success, capturing their flag. General Lovell then decided that a combined land and naval attack should be made, but Commodore Saltonstall believed for some reason that this would not be a prudent move. Therefore, on the 28th, General Lovell determined to carry out his land attack alone. He was completely successful, his soldiers scaling the precipitous bluffs and capturing a position on the plateau above. The ascent of this cliff in the face of veteran troops was regarded as one of the most brilliant exploits of the entire war. While General Lovell's troops were encamped near Fort George one of his men, while going beyond the lines for a pail of water, was twice fired upon by sixty or more English soldiers, and much to their astonishment the New Englander didn't receive a scratch. The Commodore still would not agree to push forward with his fleet until General Lovell began his attack on Fort George, therefore the latter determined to push forward against the fort and to rely upon the fleet to back him up. As the ships were weighing anchor a fleet of British reinforcements was seen approaching, whereupon the Massachusetts troops immediately had to retreat and embark on their transports. Again Commodore Saltonstall would not attack, but set sail for the Bagaduce River, at the head of the harbour of Castine. There was nothing now for the soldiers to do except to escape to shore, leaving their transports to run aground or to be captured by the enemy. General Lovell endeavored to collect his forces but without avail, and after much suffering and hardship he and his men found their way back to Boston in small detachments. Captain Wadsworth some time later was captured by the British in his home at Thomaston, and was imprisoned in a jail in Castine, from which he made a miraculous escape.

The American ships-of-war sailed into the Bagaduce trap and were all captured or burned. A hostile fleet of seven sail had beaten and destroyed the entire fleet of nineteen vessels. The defeat was a disgraceful one. Paul Revere left his ordnance brig and went ashore at Fort Pownal. This ship, with all the artillery and ammunition, was deserted, but made her way alone up the river for several miles, where she was finally burned. About twenty-five of the English soldiers died of smallpox a few years later and were buried on Lasell's Island, which is about half-way between Rockland and Islesboro. It is said that their graves can still be seen.

The failure of the expedition depleted the treasury of the Province and caused such excitement that the General Court appointed a committee to examine into and report the causes of failure. This committee consisted of Generals Michael Farley and Jonathan Titcomb, Colonel Moses Little, Major Samuel Osgood, James Prescott, Generals Artemas Ward and Timothy Danielson, Hon. William Sever and Francis Dana. Artemas Ward was the chairman. General Lovell was entirely exonerated, the blame being placed on the failure of the fleet to advance in conjunction with the land forces. Paul Revere was somewhat censured for his conduct, a somewhat extraordinary happening, as he was usually very efficient in his undertakings.

Besides being a soldier he was a goldsmith, coppersmith, operated the first powder mill in the Province, took part in the Tea Party, was an engraver, owned a bell foundry at the North End and a manufacturing company for copper bolts, etc., at Canton, Mass., and was also President of the Mechanics Charitable Association.

It is not generally known that he as well as many others at this time also practised dentistry in conjunction with other trades, as shown by the following notices which appeared in Boston on July 19, 1770:—

Paul Revere takes this method of returning his most sincere thanks to the gentlemen and ladies who have employed him in the care of their teeth. He would now inform them and all others, who are so unfortunate as to lose their teeth by accident or otherwise, that he still continues the business of a dentist and flatters himself that from the experience he has had these two years (in which time he has fixt some hundreds of teeth) that he can fix them as well as any Surgeon Dentist who ever came from London. He fixes them in such a manner that they are not only an ornament but of real use in speaking and eating; he cleanses the teeth and will wait on any gentleman or lady at their lodgings. He may be spoke with at his shop opposite Dr. Clark's at the North End, where the gold and silver-smith business is carried on in all its branches.

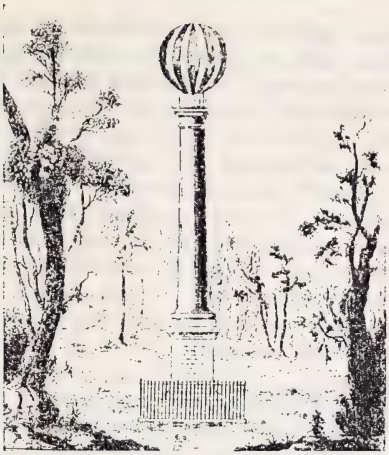
WHEREAS MANY PERSONS ARE SO unfortunate as to lose their fore-teeth by accident and otherwise, to their great detriment, not only in looks but speaking, both in public and private;—this is to inform all such that they may have them replaced with false ones that look as well as the natural and answer the end of speaking to all intents. By Paul Revere, Goldsmith, near the head of Dr. Clark's wharf, Boston.

All persons who have had false teeth fixed by Mr. John Baker, Surgeon Dentist, and they have got loose (as they will in time) may have them fastened by the above who learnt the method of fixing them from Mr. Baker.

It is interesting to know that Castine has been owned at different times by five nations, Dutch, Indians, French, English and Americans, and several sea fights have taken place between this harbour and the Island of Islesboro directly opposite. In 1813 the English cut a canal across the mainland from the Bagaduce River to Wadsworth Cove to enable their ships to escape should they ever be suddenly attacked. The remains of this canal can still be seen.

DR. JOHN JEFFRIES OF BOSTON—THE FIRST AMERICAN TO FLY OVER THE ENGLISH CHANNEL

To-day, when the air-craft is so much talked about, it is interesting and instructive to recall the unique experience of Dr. Jeffries, who, on January 7, 1785, flew across the English Channel in a balloon with a Frenchman named François Blanchard. The only condition upon which Blanchard would take him was that if it were necessary to lighten the balloon his guest should jump overboard, and there were several times on the trip across when Dr. Jeffries must have had his agreement most unpleasantly brought to mind. Even when they were making preparations to start, Blanchard put on a girdle to increase his weight so that he would have an excuse not to take the Bostonian with him, which wasn't very fair, as Dr. Jeffries had paid



The column erected by public authority to commemorate the event, and placed in the Forest of Guisnes, on the spot where Dr. Jeffries and Mr. Blanchard alighted after their aërial voyage from England into France on the 7th of January, 1785. From a print in the Bostonian Society rooms.

all Blanchard's expenses so far and had also guaranteed the cost of the trip.

The cliffs of Dover were black with people as the balloon and its two occupants sailed away toward France. Soon after starting they had to throw out ballast, then Dr. Jeffries' pamphlets, next their biscuits, apples, etc., then the ornaments of the car, and even the only bottle they had with them (the contents of which have never been disclosed!). Finally, as they neared the French coast, the balloon again descended so rapidly that they began to throw over the clothes they were wearing, one article of apparel after another, and when finally Dr. Jeffries caught hold of the topmost branch of one of the trees on the shore of the Continent and arrested the progress of the balloon, it was necessary for them both to search for an entirely new supply of clothing. The landing was made near the place where Henry the Eighth, King of England, and Francis the First, King of France, held their famous interview on a plain known afterward as "The Field of Cloth of Gold," which was between Ardres and Guisnes, near Calais. The voyage consumed about three hours. A monument with a balloon-like ball on its apex was later erected upon this spot in commemoration of their wonderful trip, and Blanchard received a gift of money from the King. The Doctor read a paper describing his voyage before the Royal Society of London in January, 1786.

Dr. John Jeffries in the balloon. From a print in the Bostonian Society rooms.

A preliminary trial took place from London to Kent, and Dr. Jeffries was obliged to give his pilot one hundred guineas before he was allowed to go as a passenger. The place of ascent was near Grosvenor Square, the Prince of Wales, the Duchess of Devonshire and others of the nobility being present.

For some curious reason Blanchard had a grievance against Dr. Jeffries, and when he came to Philadelphia eight years later he publicly insulted the Doctor by

placing on the door of his carriage a picture of Jeffries in the balloon holding a bottle of brandy to his mouth. A motto underneath intimated that he was obliged to resort to this "Dutch courage" to enable him to undergo the ordeal of the dangerous trip.

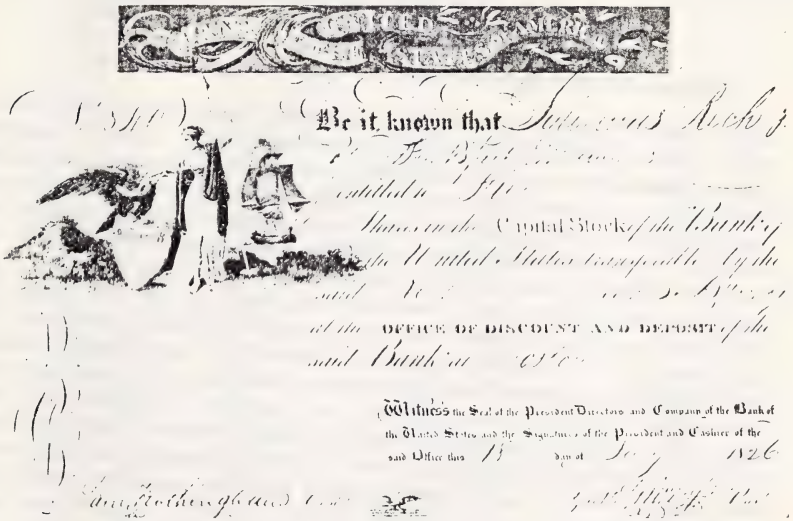
Dr. Jeffries was born in Boston in 1745 and was a most interesting character. During the Revolution his sympathies were always with the British. General Joseph Warren, the day before the Battle of Bunker Hill, implored him to "come over on the right side," and, on the next day, it was Dr. Jeffries who found and identified the body of General Warren while he was attending to his duties as surgeon in the King's army. He accompanied the English troops to Halifax after the evacuation of Boston, went to London in 1780 and returned to Boston in 1789, when he delivered the first public lecture on anatomy ever given in New England. His hobby, however, was always ballooning. Dr. Jeffries was very popular, especially with the old ladies of Boston, who usually called him "Dr. Jeffers." He was a consulting physician, and Dr. Samuel A. Green said that if "he were seen entering a sick man's door it was very likely to mean nothing more nor less than a 'nunc dimittis.'" He died in Boston in 1819.

THE FIRST UNITED STATES BANK IN BOSTON

Alexander Hamilton, first Secretary of the Treasury, conceived the idea of a government bank as early as 1779. His belief was that such an institution would help to support public credit and that it would also enable the richer men to co-operate with the Government. The bill for its establishment was signed by Washington on February 25, 1791, and three branches opened in January of the following year at Boston, Baltimore and New York, the head office being of course in Philadelphia. Five more were added later on in the following cities: Norfolk, Charleston, Savannah, New Orleans and Washington. The Boston Branch was the third in size, with a capital of $700,000. The total capital of the Bank was $10,000,000, the Government subscribing $2,000,000 of this amount. The first President of the parent Bank was Thomas Willing, and he received the large salary of $3,000. The first head of the Boston Branch was Thomas Russell, and the cashier was Peter Roe Dalton. George Cabot, a close friend of Alexander Hamilton, became President of the Boston Branch in 1810. The parent institution had twenty-five directors and each branch nine. Among some of the earliest of the Boston directors we find the names of Joseph Barrell, John Codman, Caleb Davis, Christopher Gore, John C. Jones, John Lowell, Theodore Lyman, J. Mason, Jr., Joseph Russell, Jr., David Sears, Israel Thorndike and William Wetmore.

Within four years after the opening of the United States Bank the Government had to borrow two-thirds of its total capital, and President Willing was placed in the embarrassing situation of being obliged to ask to have this loan reduced. Accordingly, in 1797 the Government had to sell its shares, which netted a huge profit of $671,860 on the original investment. Most of this stock was sold abroad at $145 per share, and the purchasers later on suffered severe

losses. In 1811 the Bank's charter expired. There then ensued a party dispute, and as the Democrats had an assured majority in Congress, it was a foregone conclusion that the fate of the Bank was sealed. Gallatin favored a renewal of the charter, but many were opposed to this plan, owing to the fact that such a large amount of stock had been sold in Europe, and it was feared that this would mean sending money abroad. The vote in the Senate was a tie, 17 to 17, and Vice-President Clinton, an enemy of Gallatin's, cast the deciding vote, and the First Bank of the United States perished on March 14, 1811. The Bank liquidated at 109, the stock having sold in 1802 at $153 a share. It was brought out in the debates in Congress that the Boston Branch was conducted with "correctness, integrity and impartiality."


Be it known that
Capital Stock of the Bank
OFFICE OF DISCOUNT AND DEPOSIT of the
Witness the Seal of the President Directors and Company of the Bank of the United States and the Signatures of the President and Cashier of the said Office this

Certificate of unredeemed stock of the Second United States Bank. Photographed through the kindness of Mr. F. H. Curtiss of the Federal Reserve Bank of Boston.

The deposits just before closing amounted to only $7,800,000, Boston having $1,500,000. The largest Government deposit at any time was $5,500,000, which would seem small to-day; the largest in Boston was $1,173,000 in 1806. United States deposits drew no interest. The Bank from the income point of view was most successful, paying an average of $8\frac{3}{16}$ per cent. to its shareholders. The first location was on the site of the present Brazer Building; later, on the site of the present Exchange Building, and finally on Congress Street, near State Street.

Some of the early rules of the Bank are most interesting. One by-law provided that the rate on loans should never be below 5 per cent. nor over 6 per cent. There were only two days a week when discounts could be submitted, and the Bank had two days to decide on loans. No borrower could obtain money for over sixty days, and in most of the few banks existing at this time no one could borrow over $5,000, and every loan had to be paid at maturity.

The Second United States Bank was started in 1817 and dissolved in 1836, chiefly owing to the fact that President Jackson withdrew all the government deposits in 1833. The capital was $35,000,000, of which the Government subscribed $7,000,000. The Boston Branch endeavored to purchase the Old State House, but finally erected a fine building on the present site of the Merchants Bank. The pillars furnished such desirable roosting places for pigeons that the President had wooden cats placed where the pigeons were accustomed to perch. They were at first frightened away, but later could be seen roosting even on the cats themselves.

LAUNCHING OF THE "CONSTITUTION"

"Come all ye Yankee heroes, come listen to my song,
I'll tell you of a bloody fight before that it be long,
It was of the *Constitution*, from Boston she set sail,
To cruise along the coast, my boys, our rights for to maintain."

After two unsuccessful attempts *Old Ironsides*, the "Pride of the American Navy," was launched on October 21, 1797. Only a few people were present. On the first previous attempt she slid only eight feet down the ways and disappointed hundreds of spectators who lined the shore of Noddle's Island, now East Boston. The second attempt was also a failure, and the *Constitution* was considered an "ill-fated ship." At half past twelve on that cold October day she glided gracefully upon the water, Captain Nicholson, her commander, breaking over her bows a bottle of choice Madeira from the cellar of the Hon. Thomas Russell, one of Boston's leading merchants. The launching took place at Edmund Hart's shipyard, now known as Constitution Wharf, on Atlantic Avenue. An incident occurred just before the launching that aroused Commodore Nicholson's wrath. He gave notice that he himself wished to hoist the flag, but while he was at lunch two workmen, Samuel Bentley and Isaac Harris, raised the Stars and Stripes. Harris atoned for his mistake by climbing some years after to the roof of the Old South Church and putting out a serious fire that threatened its destruction.

The *Constitution* was designed by Joshua Humphreys, of Philadelphia, and was constructed under the guidance of Colonel George Claghorne, of New Bedford. Her length was 175 feet, and she carried 400 men. Her cost was $302,718.84. She was distinctly a Boston ship. John T. Morgan, a Boston shipwright, chose the wood; Paul Revere furnished the copper bolts and spikes for $3,820.33, by a process known only to him; and Ephraim Thayer, whose shop was in the South End, made the gun carriages. The same Isaac Harris, just mentioned, made her new masts in 1812. Her sails were made in the Old Granary, which stood on the site of Park Street Church, her anchors were made at Hanover, Mass., and the duck for the sails was manufactured by a company which stood on the corner of Tremont and Boylston Streets. Boston was not only the city of her birth, but the home to which she returned after many of her triumphs. In 1812 Commodore Hull brought her into Boston Harbour after his wonderful escape from the

British squadron, then later she came in after the fight with the *Guerrière;* and still again Commodore Bainbridge brought her home after having captured the *Java.* Commodore Macdonough commanded her when she sailed from Boston in 1826. No ship ever saw so much action or had such a romantic history. Her glorious career is chiefly responsible for the downfall of England's naval supremacy at this time. Before the war of 1812 Great Britain had boasted that

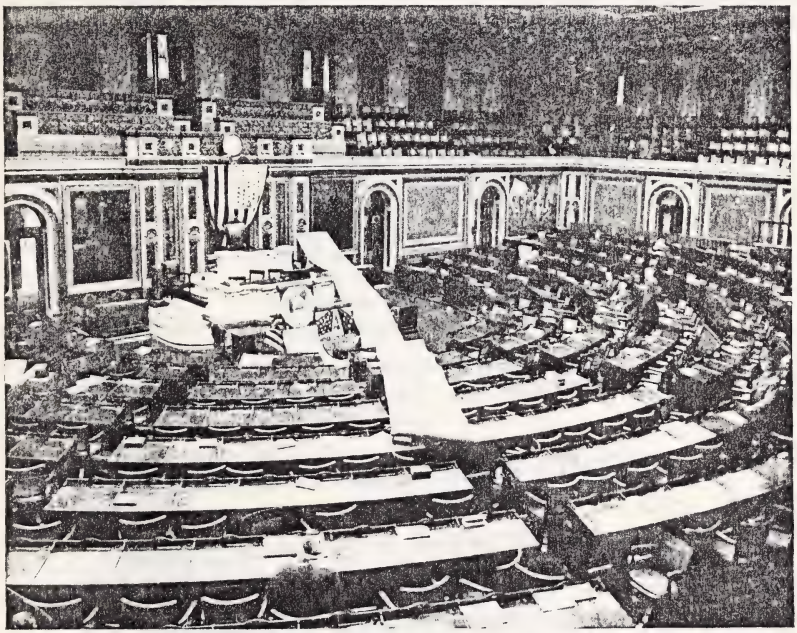
"Others may use the ocean as their road,
Only the English make it their abode."

The "Constitution" and other American ships-of-war bombarding Tripoli. From an old print.

In the early part of April of 1814, the *Constitution* was chased into Marblehead by the *Montague,* and it was reported that three frigates were in pursuit. The New England Guards marched to her defence, but discovered when they were almost there that they had forgotten every bit of ammunition. One of the company was Abbott Lawrence, afterwards our Minister to England, who hurried out to join his troops in his pumps, which he finally contrived to exchange with a countryman for a pair of brogans and with the loss of five dollars.

The *Constitution* was hauled out in the new dry-docks in 1833 and launched again in June of the next year, having been thoroughly overhauled by Josiah Barker, whose shipyard occupied the site of the present Navy Yard. In this yard there is one of the famous umbrellas that was used to warp the frigate away from Broke's squadron, in July, 1812. At this time occurred the affair of the figurehead. An image of President Andrew Jackson had been

placed on the bow, and this action caused much dissatisfaction, as the President had become very unpopular. On the 3rd of July Captain Samuel Dewey performed the daring feat of sawing off the head, and upon his return to shore he and his friends celebrated the event. The author of the deed remained undiscovered for some time, but finally he took the head to Dickinson, then Secretary of the Navy, saying that he wished to return it to the Government. The morning after the strange disappearance of the figurehead young Dewey was missing. His mother suspected that her son knew who was responsible, so she went down to the back yard and



FRIGATE "CONSTITUTION" PETITION.

Taken three-quarters of an hour before Congress convened. The only petition which was ever placed on the floor of the House in the whole history of the United States. Congressman McCall presented it.

licked the sole of one of his boots which was hanging on the line. It tasted of salt, which confirmed her suspicions. The *Constitution* sailed with a piece of canvas painted to represent the American Flag over the beheaded image. At New York a new head was put on and this time with a copper bolt.

The *Constitution* has often been represented on the stage, and one of the most exciting scenes showed the *Guerrière's* mast going overboard and Commodore Hull repeating his famous remark, "Hurrah, my boys, we've made a brig of her, next time we'll make her a sloop."

In 1906 Mr. Eric Pape was instrumental in having a petition signed which was presented to Congress and which saved the *Constitution* from being taken out to sea and used as a target, as had been suggested. This petition, a picture of which we show in the cut above, was

signed by the Governor and almost all the living ex-Governors of the Commonwealth, by seventy Mayors and ex-Mayors, by twenty-five survivors of the crew, by twelve of Bainbridge's grandchildren and by many of the descendants of Stewart and Hull; also one of the signatures on the petition was that of Mrs. Susan L. Clarke, of Boston, who was almost ninety years old at the time, and who was a daughter of the fifer of the *Constitution* in all of her three great battles. The paper was also signed by thirty thousand other citizens of this Commonwealth. The petition was divided into three parts, one of which was open for public signatures at City Hall, one at the old State House, and the third at the Branch Office of the State Street Trust Company. It measured one hundred and seventy feet long, and the names are signed nine and ten abreast.

The wonderful verses of Oliver Wendell Holmes are also responsible to a large extent for her preservation:—

"Oh, better that her shattered hulk
Should sink beneath the wave;
Her thunders shook the mighty deep,
And there should be her grave.
Nail to the mast her holy flag,
Set every threadbare sail,
And give her to the God of storms,
The lightning and the gale."

It is with pride that Boston people will look back and remember that to Massachusetts and especially to Boston belongs the credit of having saved *Old Ironsides*.

LAFAYETTE LAYS THE CORNER-STONE OF BUNKER HILL MONUMENT

Lafayette, at the age of sixty-seven, journeyed almost five thousand miles through sixteen Republics in less than four months in order to lay the corner-stone of Bunker Hill Monument at the celebration commemorating the fiftieth anniversary of the battle of Bunker Hill. Few persons believed that he would really come over here, and when he appeared at the State House on the 16th of June, in the year 1825, the people of New England were almost wild with delight. He was met by Governor Lincoln, the Senate, House of Representatives and City officials, and in reply to the addresses of welcome, he said that Bunker Hill had been the pole-star upon which his eyes had been fixed. While here he stayed at the house of Senator Lloyd in Pemberton Square.

The procession, which was in charge of General Lyman, was headed by two hundred officers and soldiers of the Revolution, followed by forty veterans who had taken part in the fight at Bunker Hill. Many of them wore the same cartridge boxes they used fifty years before, and one old soldier carried the same drum that he had with him in the battle. Before the procession started Mayor Quincy, who was master of ceremonies, had the honor of introducing the survivors of the great battle to Lafayette, and the ceremony must have been pathetic and impressive. He was drawn in the parade

by six white horses. The head of the procession reached the monument before the rear had left the Common. The pyramid which had been built on the hill had been removed, and from one of the timbers a cane had been turned out, which was presented, suitably inscribed, to the man who at the age of nineteen volunteered his services and risked his life to help make America free.

Lafayette then laid the corner-stone according to Masonic regulations. The addresses were made in a huge amphitheatre on the northeast side of the hill, Lafayette occupying a seat on the front part of the platform, with the survivors of the battle just behind him. He himself was the last surviving Major General of the American Revolutionary Army. Dr. Dexter, who had been in the battle, offered the prayer, and Daniel Webster was the orator of the day. When he had finished his speech some one in the audience was introduced to him. He said he couldn't believe he really was Daniel Webster, the wonderful orator, because he understood every word he said. A banquet was held immediately after the addresses, and Lafayette proposed his well-known toast, which is especially interesting in view of the frightful condition in which Europe finds herself to-day. His words were: "Bunker Hill, and that holy resistance to oppression, which has already enfranchised the American hemisphere. The anniversary toast at the jubilee of the next half century will be, to Europe freed." Mr. Thomas Upham, now living at 332 Commonwealth Avenue, was present when the corner-stone was laid ninety-one years ago.

Daniel Webster later held a large reception for Lafayette, and in order to accommodate his many guests he cut a door into the adjoining house belonging to Israel Thorndike. The General also attended a reception at the house of Mr. R. C. Derby, and he was there introduced to a lady with whom he had danced a minuet forty-seven years before. Dr. Bowditch describes how he determined to watch the procession from the steps of a house, and to his surprise found himself running along beside Lafayette's carriage yelling at the top of his voice. It was on Lafayette's visit the year before, in 1824, that he agreed to return to take part in the Bunker Hill celebration. As he passed the residence of the late John Hancock, Mayor Quincy turned to Lafayette and said that the widow of his deceased friend was sitting in the window opposite the carriage. He immediately turned and placed his hand on his heart, whereupon she burst into tears and said, "I have lived long enough." The words in the arch which was placed over Washington Street expressed the deep feeling of love and veneration in which Lafayette was held by all Americans. The last two lines of the inscription were,—

> "We bow not the neck, and we bend not the knee;
> But our hearts, Lafayette, we surrender to thee."

He also visited Governor Brooks at Medford. An arch over the meeting-house had on it the following:—

> "General Lafayette, Welcome to our Hills and Brooks."

Lafayette said good-bye to Boston for the last time on June 22, 1825, to go on a tour of Maine, New Hampshire and Vermont. As he left Mayor Quincy at the State line he kissed him. In describing

the parting to one of his friends of the fairer sex, she replied, "If Lafayette had kissed me, I would never have washed my face again."

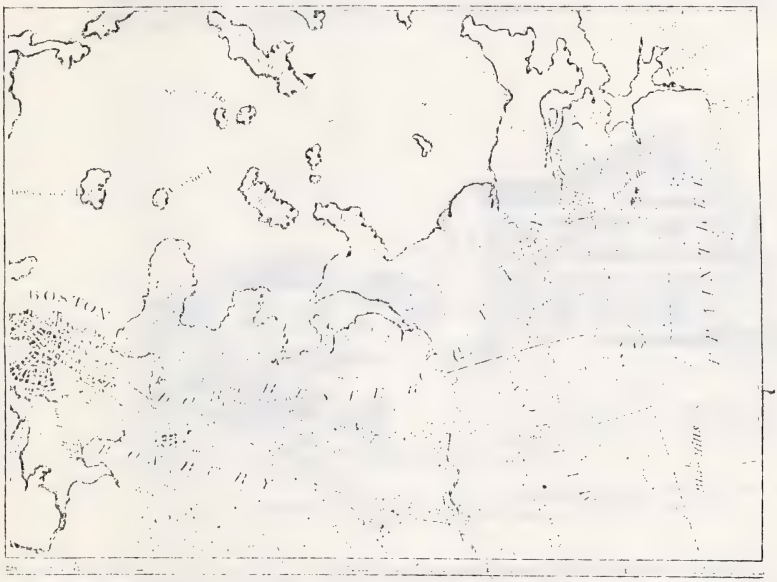
The French refused to allow his American friends to erect a statue of him in Paris, but later the Government of France presented to New York his statue which now stands in Central Park. Lafayette died in 1834. This country should never forget that France emptied her arsenals and impoverished herself to help America.

THE GRANITE RAILWAY COMPANY—THE FIRST RAILROAD IN AMERICA

The Granite Railway was the first railroad built in America. The road was about three and one-half miles in length and ran from "furnace lot" and several of the quarries in Quincy through East Milton to a wharf which was built at an expense of $30,000 at the elbow in the Neponset River not far from Granite Bridge. This old wharf is still in existence and is used now by boys for swimming. The origin of the road is interesting. In 1824 Joshua Torrey of Quincy began to build a canal to save part of the long cartage for granite, and in the following year some enterprising citizens formed the Quincy Canal Corporation, which enabled small sloops to approach within a mile of the quarries in Quincy. Both of these enterprises, however, ended in failure. About this same time Gridley Bryant, a noted engineer in Boston, purchased, with Dr. John C. Warren, a stone quarry in Quincy, since called the Bunker Hill Quarry. Bryant and Colonel Thomas H. Perkins had heard of the possibility of the building of the Manchester and Liverpool Railroad in England and conceived the idea of starting the Granite Railway for the purpose of procuring large quantities of the excellent granite for the construction of Bunker Hill Monument. In spite of a great deal of opposition in the Legislature the Charter for the Granite Railway Company was obtained in March, 1826, the incorporators being Colonel Perkins, William Sullivan, Amos Lawrence, David Moody, Gridley Bryant, the builder of the road, and Solomon Willard, the architect of the monument. Many of the members of the Legislature quite naturally questioned the incorporators of the enterprise as to what they knew about railroads, wondering, at the same time, whether it was right to empower a corporation to purchase people's land for a project about which so little was known. It may be interesting to know that Amos Lawrence bought a quarry in Gloucester, believing that it might assist in building the monument, in which he was much interested. There were, however, no facilities for transporting this granite, and this property was handed down through several generations of the family, until last year when it was sold by the executors of the estate of Amory A. Lawrence. The first cars passed over the Granite Railway Company's Road on October 7, 1826, the train of several cars being drawn by horses. The gradual descent from Quincy to the water made it a simple matter to transport the granite, and the horses were easily able to drag the empty cars back. The road was operated by horse-power for forty years, then remained idle for a short time, and in 1871 was purchased by the Old Colony Railroad. The spur track

from the wharf to the Granite Branch was operated by oxen as late as 1899, when the Old Colony Railroad sent its first engine as far as the quarry.

The road was constructed in the following manner: Its gauge was five feet, and stone sleepers were placed about eight feet apart. Upon these sleepers wooden rails six inches wide and twelve inches high were placed. Iron plates three inches wide and one-fourth of an inch thick were fastened with spikes to these rails. At all public crossings stone rails were used, upon which the iron plates were firmly bolted to the stone. In the course of a few years the wooden rails began to decay, and stone rails were substituted, the original sleepers being

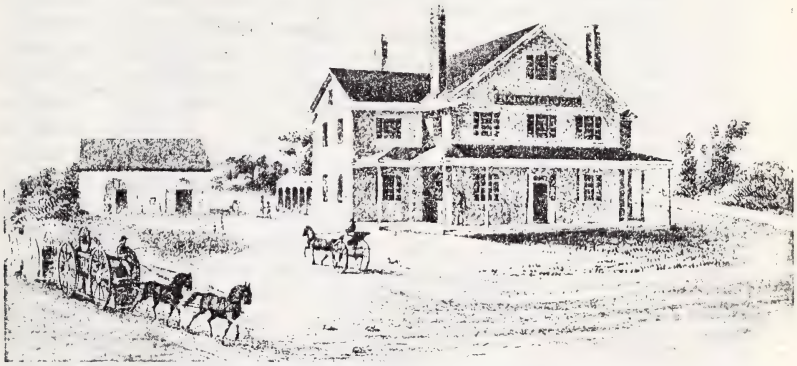


Map showing location of the Granite Railway from Quincy Quarries to Neponset River. From an original print in the possession of the Quincy Historical Society.

used. On account of its construction the upkeep of the road for a good many years was less than ten dollars a year. Parts of the old road are still to be seen, and passing southerly over the route of the first railroad in America is seen one of the old railroad frogs and a section of the superstructure now standing at Squantum Street, East Milton, on the line of the Granite Branch of the New York, New Haven & Hartford Railroad. This frog and old stone rail were exhibited at the Chicago Fair. The capital of the enterprise was originally $100,000, which was later increased to $250,000. The cost was about $60,000 per mile. In 1846 permission was given to the road to cross Granite Bridge and join a branch railroad about to be constructed from Milton village to the Old Colony Railroad, to be called the Dorchester & Milton Branch Railroad. The company was also authorized to construct branches not over one and one-half miles in length which

must be placed within half a mile of the quarry. Passengers were also allowed to be carried. The Company started solely as a railroad proposition, then purchased its own quarry in Quincy, and later another one in Concord, N.H. The contract to supply stones to the Bunker Hill Monument specified a charge of 50c. per ton for carrying the stone from the quarry to the wharf at Milton and an additional sum of 40c. for each ton conveyed from there to Charlestown. The railroad purchased the vessel *Robin Hood* in order to carry out the latter part of this contract.

Every share of stock was bought up by Colonel Perkins, and when he died in 1854 his holdings were sold to several individuals who continued to work the quarries with great profit until 1864 when the stock again changed hands. In 1870 the officers and directors were: President, John S. Tyler; Vice-President, John C. Pratt; Treasurer,



Train of cars on the Granite Railway, and Railway Hotel. From an original print in the possession of the Quincy Historical Society.

George Lewis; the Directors being Benjamin Bradley, John Felt Osgood, William B. Sewall, John D. Parker, and the Treasurer, George Lewis. Mr. Henry E. Sheldon, who only recently died in East Milton, was the General Manager from 1876 to 1898.

Some of the later directors of the Company were Harold J. Coolidge, W. S. Patten, and Dr. John A. Lamson. Luther S. Anderson, of Quincy, assumed the management of the Company in April, 1899, and in 1907 he was appointed treasurer, which office, together with that of manager, he held until his death in September, 1914. Many important changes in the plant were made during his term of office, so that, at his death, it was accounted the most valuable quarry property in Quincy. Under the present officers the same progressive methods are being pursued. At this time Henry M. Faxon, of Quincy, is president and treasurer; Charles E. Morey, of Boston, vice-president; Stillman P. Williams, Henry H. Kimball, and Alva Morrison, directors.

Quincy granite was, and is, well known, and many important buildings have been built of this material, including the old Boston Custom

House, the old Tremont House, the old Astor House in New York, Boston City Hall, the old Horticultural Hall, the old Equitable Life Assurance Society Building in New York, as well as several buildings belonging to prominent insurance companies in Hartford, Conn., and also the New Orleans Custom House. Before 1800 the quarries were worked very little.

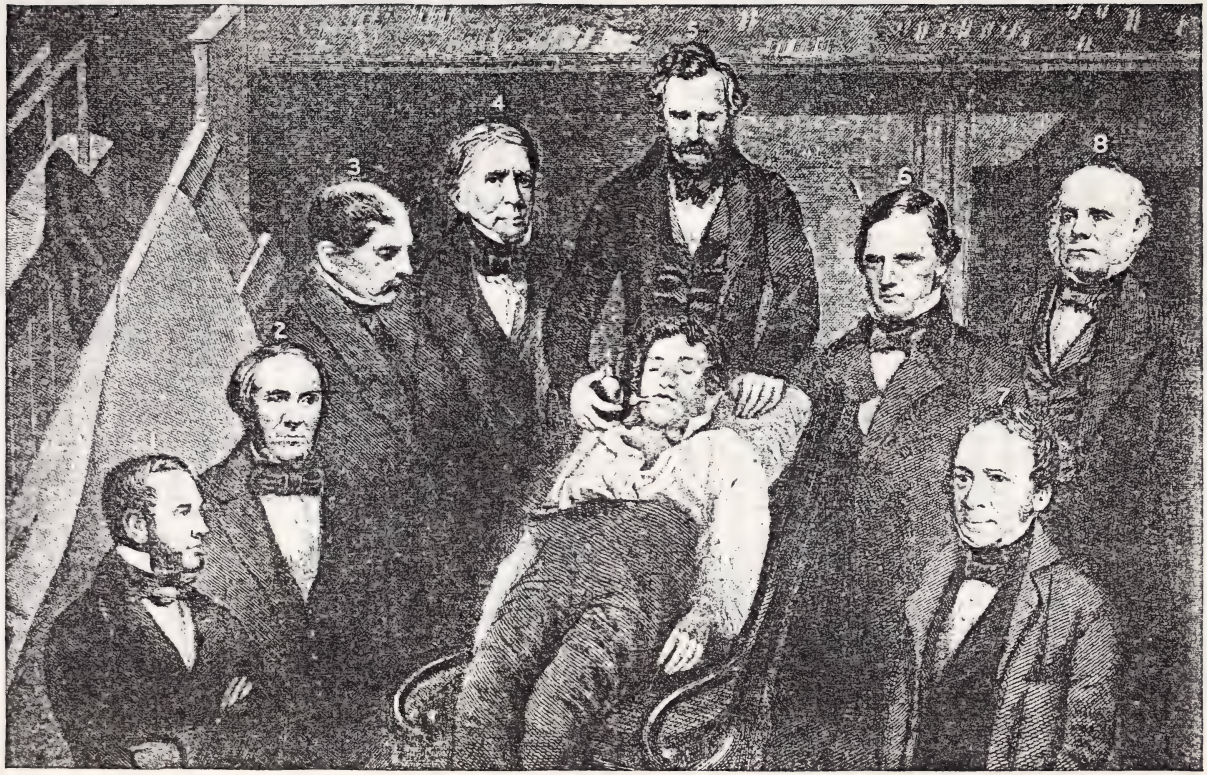
MAYOR THEODORE LYMAN PROTECTS WILLIAM LLOYD GARRISON FROM THE MOB

William Lloyd Garrison would undoubtedly have been ducked in the "Frog Pond," and might have lost his life, had not Theodore Lyman, who was Mayor of Boston at the time, held a mob at bay long enough to enable the great anti-slavery agitator to escape.

A meeting of the Female Anti-Slavery Society was arranged for October 21, 1835, at the office of the *Liberator*, which was Garrison's newspaper. It was believed that George Thompson, a Scotch abolitionist, was going to speak, and on the morning of the day of the meeting anonymous handbills were distributed announcing that the "infamous foreigner" intended to "hold forth," and calling upon the citizens to "snake him out." A purse of one hundred dollars was offered to the man "who would first lay violent hands on Thompson, so that he may be brought to the tar-kettle before dark." Mayor Lyman therefore sent a messenger to Mr. Garrison to find out whether the objectionable Thompson was going to put in an appearance, and learning that he was not even in Boston he consequently took no unusual precautions to prevent disturbance. There was, however, a large crowd in front of the *Liberator* office, and only about thirty women were able to force their way into the hall.

The Mayor was soon told that it looked as if there would be a riot, and he therefore went to the lecture room with more constables.

Thousands of people in the street cried for "Thompson! Thompson!" The Mayor promptly assured them that he was not even in Boston, and begged them to disperse, but their vengeance turned on Garrison, with shouts of "We must have Garrison! Out with him! Lynch him!" The Mayor with a few police officers held the staircase and kept the mob back. He then went upstairs and induced the women to leave the hall, and the next step he took was to persuade Garrison to escape by the rear passage of the building. While the sign of the Society was being torn down and destroyed, Garrison got out of the rear window onto a shed from which he entered a carpenter's shop in hopes of being able to get into Wilson's Lane. Unfortunately he was discovered by the crowd and had to hide in a corner behind a pile of boards. Several of the rioters again found him and dragged him to a window with the intention of hurling him to the ground. Some one relented, however, and suggested that they "shouldn't kill him outright." A rope was tied around his body, and he was lowered down a ladder into the hands of the angry mob. A friendly voice yelled, "He shan't be hurt! He is an American!" which seemed somewhat to calm the crowd, who dragged him in his shirt sleeves through Wilson's Lane into State Street, in the rear of City Hall,



William T. G. Morton, M.D., Boston, making the first public demonstration of etherization at the Massachusetts General Hospital, surrounded by the medical staff of that institution.

From left to right:

1. Dr. Henry J. Bigelow
2. [illegible]
3. Dr. J. Mason Warren
4. [illegible]
5. Dr. William T. G. Morton
6. [illegible]
7. Dr. George Hayward
8. [illegible]

then the Old State House, shouting, "To the Common! To the Frog Pond with him!" Garrison was rescued and taken by the Mayor and the City authorities into the City's rooms in the Old State House, where he was supplied with new pantaloons, coat, stock, cap, etc. Here Mayor Lyman again defied the crowd, declaring that the Law must be maintained, and furthermore that he would lay down his life on the spot to preserve order. He then made an address to the people outside. After careful deliberation it was decided that the only safe place for Garrison was the jail, and therefore with his consent he was considered a rioter and ordered by Sheriff Parkman to the Leverett Street jail. The rioters followed the carriage, but the driver had a good pair of horses and a long whip which enabled him to elude his pursuers, who tried to hold on to the horses and the wheels of the carriage, and even tried to cut the traces and reins and to pull Garrison out of the window. The Mayor ran on foot and arrived just before the hack. It was said that Garrison thoroughly appreciated this happy contrivance, meaning the prison, and in a public meeting he jokingly said that he was never so glad to get into a jail in his life.

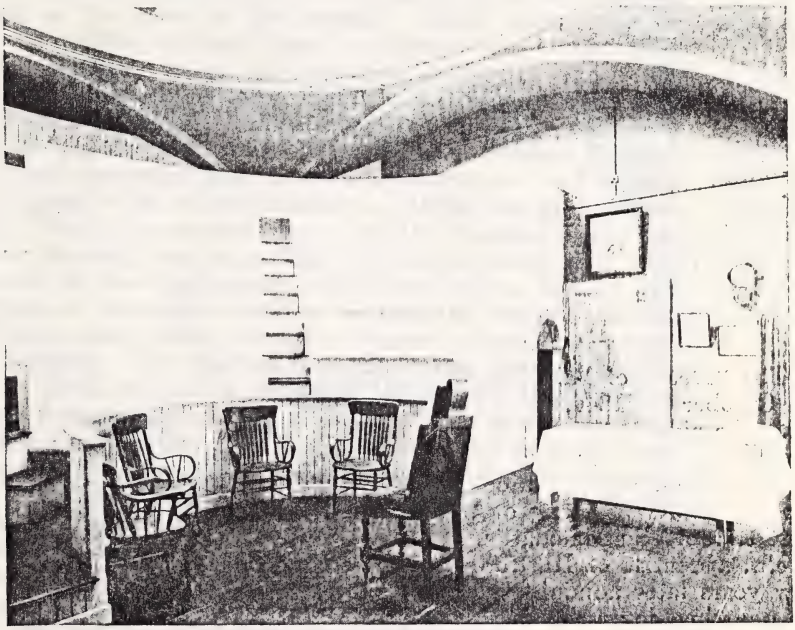
At this time Boston really had no police, only about thirty night watchmen and six day watchmen. It can be readily seen what a difficult task the Mayor had in quelling the riot without bloodshed. A gallows had been erected in front of Garrison's door, and it was therefore thought advisable to guard his house that night.

THE FIRST ETHER OPERATION

The "Death of Pain," so called by Dr. Weir Mitchell, took place on October 16, 1846, when the first public operation was performed with the aid of ether. The credit for this discovery, which was the greatest gift of American medicine to mankind, belongs chiefly to Dr. W. T. G. Morton, though others doubtless deserve some credit. Dr. Crawford W. Long of Georgia holds the honor of making the first trial of ether inhalation in surgical operations; and Dr. Horace Wells, a dentist of Hartford, and once a partner of Dr. Morton, a few years later administered gas while extracting teeth. Dr. Wells at one time journeyed to Boston to exhibit his discovery, but the result was such a failure that the poor dentist returned to Hartford and died suddenly while experimenting with chloroform.

Dr. Morton's life is most varied and interesting. He was born near Worcester in 1819, but, being obliged to leave school early in life, he moved to Boston, where he entered a publishing house. His partners duped him, and he then determined to study dentistry in Baltimore. Previous to his discovery patients were given brandy, laudanum, and even opium in some cases. Occasionally mesmerism was tried with doubtful results. Usually, however, surgeons relied upon their own strength to hold down the patient, often using pulleys to set the limb. Dr. Morton at once realized the relief that the application of ether would be to dentistry, and he gave his whole time to the study of medicine and different gases at the Massachusetts General Hospital. He soon established a "tooth mill" to manufacture artificial teeth, and this plant was supposed to "supply teeth

which would rival those of the freshest country beauties." He gave up a lucrative business and valuable clients, such as William Ropes, Alexander H. Ladd, of Portsmouth, Andrew Robeson, Mrs. Charles T. Jackson, and others, to further his investigation. His first experiment was upon his dog, and was so successful that he jocosely told his friend, Dr. Hayden, and his lawyer, R. H. Dana, Jr., that soon he should have his "patients come in at one door, having all their teeth extracted without pain, and then, going into the next room, have a full set put in." A short time later while again etherizing his dog the animal struck his ether bottle and broke it. Morton placed his handkerchief over the broken bottle and then holding it to his nostrils



Room in Massachusetts General Hospital arranged as it was when the first ether operation was performed. It is in this room that the anniversary exercises are held each year.

soon became unconscious. He was so encouraged that he then began to hunt around the wharves for a person who would submit to a test, but he discovered that while they would gladly render themselves unconscious with bad rum, they could not be bribed to take ether. His next step was to use gas in extracting a tooth for Eben H. Frost, at his office at No. 19 Tremont Row, now Tremont Street, opposite the old Museum, on September 30, 1846. This experiment was so successful that he asked permission of Dr. John C. Warren, then senior surgeon at the Massachusetts General Hospital, to administer his ether there. Dr. Warren had a patient named Gilbert Abbott who was suffering from tumor of the jaw, and he allowed Dr. Morton to etherize him. The operation was performed on October 16, 1846, and was entirely successful. Dr. Morton was unavoidably detained and arrived

at the hospital just as Dr. Warren was about to perform the operation without ether, the latter thinking Dr. Morton did not dare make the experiment. Dr. Warren's first words when the operation was over were, "Gentlemen, this is no humbug."

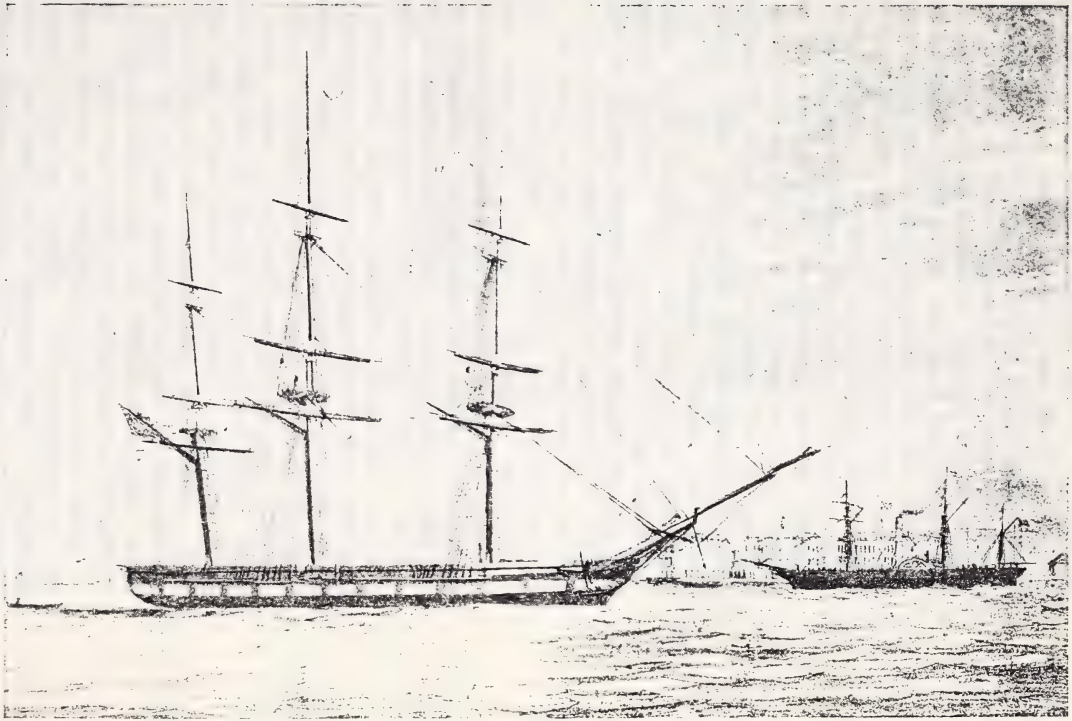
The discovery was then disclosed to the world, through Dr. Warren's efforts and the assistance rendered to Dr. Morton by the hospital. Dr. Warren wrote, "A new era has opened on the operating surgeon," and Dr. Oliver Wendell Holmes in a lecture said in part, "The fierce extremity of suffering has been steeped in the waters of forgetfulness and the deepest furrow in the knotted brow of agony has been smoothed forever." Dr. Holmes also coined the word "anæsthesia."

About a week after this successful trial at the hospital, Dr. Charles T. Jackson, a chemist, demanded a percentage of the profits derived from the sale of the ether or the patents. Much space could be devoted to the quarrel between these two doctors and to Dr. Morton's repeated attempts to get his invention patented. Ether was used so generally that Dr. Morton finally called himself "the only person in the world to whom this discovery has so far been a pecuniary loss." In 1848 the Trustees of the Massachusetts General Hospital and other citizens presented him, as the true discoverer, with $1,000. He figured his profits due to the discovery at $1,600 and his expenses at $187,561. During his controversy with Dr. Jackson, some one suggested that the only way of settling the dispute would be to have a duel between the two belligerents with ether bottles, and he who remained conscious the longer should be declared the winner. Several times a bill very nearly went through Congress carrying an appropriation of $100,000. Dr. Morton spent the latter years of his life on his farm in Wellesley, which he called "Etherton," the Wellesley Public Library being to-day on part of his place. He died of apoplexy while driving in Central Park, New York, and although he died a poor and unsuccessful man, never does a day go by without his discovery bringing joy to suffering humanity. Exercises are held at the Massachusetts General Hospital every year on the 16th of October to commemorate this discovery.

A monument, the gift of Thomas Lee of Boston, in the Public Garden near the head of Marlboro Street, was erected to the discoverer of ether, and the inscription reads as follows:—

To commemorate
the discovery
that the inhaling of ether
causes insensibility to pain.
First proved to the world
at the Massachusetts General Hospital
October 16, 1846.

It has often been asked why Dr. Morton's name wasn't on the monument. It certainly should be. Dr. Holmes said that the inscription should read to "Either."



SLOOP-OF-WAR "JAMESTOWN"
Entering Cork Harbour on her errand of mercy. From an old print.

THE "JAMESTOWN" EXPEDITION TO IRELAND

New England came promptly to the assistance of famine-stricken Ireland in 1847, and by generous contributions was able partially to repay that country's kindness in sending food in 1676 to our starving Puritans in Massachusetts. A mass meeting was held in Faneuil Hall, where Edward Everett made a speech which was largely responsible for arousing the interest of New England in this enterprise. It was Everett's father who was usually known as "Boston's Yard Stick"; he was so learned and stood so high in the esteem of Bostonians that all other citizens were measured by and compared with his standard. Soon after this meeting a petition signed by prominent men was sent to Congress asking for the loan of a vessel, and although this country was at war with Mexico, nevertheless the United States man-of-war *Jamestown* was offered by the Government free of expense, Robert C. Winthrop, our representative in Washington, being largely responsible for procuring the ship. The *Constitution* was at one time considered. The Boston Relief Committee was composed of Josiah Quincy, Jr., mayor of the city, P. T. Jackson, Thomas Lee, David Henshaw, J. K. Mills, G. W. Crockett, and J. Ingersoll Bowditch, who acted as treasurer of the fund. The command of the *Jamestown* was intrusted to Captain Robert Bennet Forbes, and it was the first time that a civilian had ever been chosen to command a United States ship-of-war. He used to say that he "was born to eat bad pudding off the Cape of Good Hope." He first went to sea in 1817 at the age of thirteen years, with a Bible, a Bowditch navigator, a "ditty bag," and a box of gingersnaps, which the cabin boy stole the first night out. The *Jamestown* was prepared for sea by Commodore F. A. Parker at the Charlestown Navy Yard, and curiously enough the loading of the supplies was begun on St. Patrick's day. The Laborer's Aid Society, composed of poor Irishmen, offered their services free in placing the provisions on board, and in a few days 800 tons or about 8,000 barrels of grain, meal, etc., were stored in the hold. Massachusetts furnished $115,000 worth of food, of which Boston's share was $52,000, while other New England States gave $36,000. The ship put to sea on the 28th of March, the tug boat *R.B.F.*, with the Relief Committee and other friends on board, escorting down the harbour the "Ship of Peace" as she was called on this trip. She arrived at Cork on April 12, having made the voyage in the extraordinarily quick time of fifteen days, only one tack having been made on the entire voyage. There was much enthusiasm as the *Jamestown* and her valuable cargo moved up the harbour, a band on shore in the mean while playing "Yankee Doodle." The chairman of the reception committee of Cork said in his address that "a thousand lips pale with woe, and a thousand tongues half paralyzed with hunger, uttered the feeble exclamation, 'God Bless America.'" During the evening bonfires blazed from every hill, and most of the houses were illuminated from top to bottom. William Rathbone, a well-known Liverpool merchant, came over to Ireland to superintend the distribution of the cargo. The gratitude of the Irish people was unbounded, and the dinners and receptions given to the officers of the

Jamestown were too numerous to mention—Whigs and Tories, Conservatives and Repealers, Catholics and Protestants, all paying them their respects. Many of the children born in Ireland at this time were called Boston, Forbes or James, the latter an abbreviation, of course, of *Jamestown*.

One of the foremost of the Relief Committee in Cork was Father Theobald Mathew, who was one of the best known men in Ireland; he was of great assistance to the officers of the *Jamestown* in distributing the supplies. The citizens of Cork presented to our President a flag of Irish manufacture, emblazoned with the arms of the United States, but up to the time of writing its whereabouts had not been discovered. Also a valuable silver tray was given to the captain of the *Jamestown* as well as a painting of the ship entering Cork Harbour. The Government of the United States levied a duty of $75 against the owner of the platter when it was brought to America. These mementos now belong to one of the family. A banner was also sent to the city of Boston. While visiting a Mr. Jeffries near Blarney Castle, Captain Forbes was presented with a cow, which was shipped home. She was with calf, and her progeny was known for many years as the *Jamestown* breed. The last of this stock died about twelve years ago at Owls Nest Farm, Framingham, the home of Robert Forbes Perkins, Esq.

In forty-nine days the *Jamestown* arrived in Boston, and was turned over to the Government. While at the dock the New England Relief Committee attended a lunch on board, and the provisions served consisted of mutton and poultry which had been stored on board previous to sailing fifty-one days before.

The *Jamestown* served as a hospital ship until a few years ago, when she was condemned as being too old for service. Her wheel, which was procured through the assistance of Hon. George von L. Meyer, when Secretary of the Navy, hangs on the wall of the house of one of the descendants of "Commodore" Forbes.

The *Macedonian* was sent from New York, as well as several other ships from Maine. The Pendletons, a sea-faring family, of Islesboro, Maine, also sent several vessels during the 1847 famine. Great difficulty was encountered in getting a return cargo, and finally it was decided to fill the hold with sods, which were placed on some of the farms in Islesboro. It was discovered some time ago that upon this earth had grown a large number of real Irish shamrocks, which are still alive and which serve as a memento of the part that Maine played during the famine.

The Boston *Post* wrote at the time the *Jamestown* was about to sail, that "this vessel is associated with one of the noblest charities on record"; and on her arrival the Cork *Advertiser* spoke of the undertaking as the "noblest offering that nation ever made to nation." This expedition was very similar to those undertaken recently by the Belgian relief committee.

COLONEL ROBERT G. SHAW LEADS HIS NEGRO REGIMENT TO THE WAR

When Colonel Shaw led his coloured regiment, the 54th, past the State House before Governor Andrew and then to the steamer at Battery Wharf, thousands of people turned out to cheer "the fugitive slave transformed into a soldier by authority of a liberty-loving State," as expressed by Mayor Quincy in his address at the dedication of the Shaw monument. Governor Andrew believed that a negro regiment ought to be formed and that it would give a good account of itself —and it did. Many of the states had denied them to be "human persons," and the southern leaders frequently alluded to them as "this peculiar kind of property." Colonel Shaw had served as a private in the 7th Regiment of New York and was a commissioned officer in the 2nd Regiment Massachusetts Volunteer Infantry when he received a telegram from Governor Andrew asking him to take command of the first coloured regiment to be sent to the front. He rode over with Colonel Charles Morse to the camp of the 1st Massachusetts Cavalry and told his friends Major Higginson and Greely Curtis of his new commission. He also added that if either of his two comrades would take his place he would serve under him. Colonel Shaw joined the regiment at Readville in 1863, was married in May and sailed for South Carolina the last of the same month. The regiment and its brave leader were given the chance to assault Fort Wagner on July 18th of the same year. A gallant attack was made, but the garrison was fully prepared and successfully defended the position. The coloured troops reached the walls of the fort, and Colonel Shaw was shot through the heart and killed while actually standing on the ramparts. His last words from the parapet were, "Forward, 54th," and then he fell. The battle lasted two hours, and regiment after regiment was beaten back; the 54th lost two-thirds of its officers and about half its men. The Confederates buried Colonel Shaw and his dead negroes in the same trench, which was a fitting end for this officer, who gave his life to help the Union and the cause of the negro. General Thomas G. Stevenson, who later in the war also lost his life, was in command of the field on the night after the assault, and he ordered all the wounded negro troops brought inside the lines before the white soldiers, fearing that the former might receive ill treatment from the Southerners. Colonel Edward Hallowell and Colonel N. P. Hallowell, who died only recently, were at one time officers of this same regiment.

The capture of Fort Wagner was practically an impossibility, and, as was afterwards proved, the attack was unnecessary. This gallant charge, however, to use the words of Major Henry L. Higginson, proved that "the negroes had won their places as brave, steady soldiers," and, as Governor Wolcott said in his address at the unveiling of the Shaw monument in 1897, it showed "that whatever the colour of the skin, the blood that flowed in the veins of the coloured man was red with the lusty hue of manhood and of heroism." The 54th served throughout the war and was reviewed by Governor Andrew at the State House steps on its return to Boston.

The dedication of the St. Gaudens monument opposite the State House is so recent as to be remembered by almost every Bostonian. The prime mover in building this memorial was Joshua B. Smith, a fugitive slave, who was in the service of Colonel Shaw's family and later a well-known caterer in Boston. Edward Atkinson was treasurer of the first committee, which was a large one. The second and most active committee comprised only three men, John M. Forbes, Henry Lee and Martin P. Kennard. H. H. Richardson was the architect chosen, and on his death Charles F. McKim took his place. George von L. Meyer, who was then an alderman of the city, obtained an appointment for the construction of the terrace and stone work, Arthur Rotch having suggested the place where the monument now stands. Addresses were made in Music Hall by Colonel Francis H. Appleton, who acted as Chief Marshal, Governor Wolcott, Mayor Quincy, Professor William James,—whose brother was wounded at Fort Wagner,—Colonel Henry Lee and Booker T. Washington, who had been given an honorary degree the year before by Harvard University. Colonel N. P. Hallowell, who commanded the 55th negro regiment in the war, led the battalion of survivors, and, as the statue was unveiled, Battery A fired salutes on the Common, and the *New York*, *Massachusetts* and *Texas* fired their guns in the harbour. The two features of the parade were the 7th Regiment of New York, with which Colonel Shaw first went to the front in 1861, and the members of the coloured 54th. The verse of James Russell Lowell on the monument tells us how Colonel Shaw met his end.

> "Right in the van on the red rampart's slippery swell
> With heart that beat a charge he fell foeward as fits a man;
> But the high soul burns on to light men's feet
> Where death for noble ends makes dying sweet."

The inscription composed by Charles W. Eliot, as well as Major Higginson's address in Sanders Theatre, should be read by every patriotic citizen.

St. Gaudens worked twelve years on this great work, but he must have been fully repaid for his labors by the words of Colonel Shaw's mother—"You have immortalized my native city, you have immortalized my dear son, you have immortalized yourself."

RETURN OF THE FLAGS TO THE STATE HOUSE

The return of the colours to the State House on Forefathers' Day, December 22, 1865, two hundred and forty-five years after the anniversary of the landing of the Pilgrims, was a most impressive ceremony. By an order of the War Department the volunteer regiments and batteries, when mustered out, deposited their colours with Colonel Francis N. Clarke, U.S.A., who was chief mustering officer. Major General Darius N. Couch was the commanding General, with his headquarters on Boston Common, and the flags were turned over to him by Colonel Clarke. The colour bearers left their regiments and batteries as they marched past the State House, and grouped themselves on the steps near Governor Andrew, the "War Governor" of

Massachusetts. The Rev. Samuel K. Lothrop offered the prayer. The Governor then received the colours, which were placed in Doric Hall, and in 1900 removed to their present positions in Memorial Hall. There are now in the collection 305 flags of the Civil War, not counting the twenty-one flags of the volunteer regiments and Naval Brigade of Massachusetts which had been carried in the Spanish

"The Return of the Battle Flags," from a painting by Edward Simmons, made from a Copley Print. The painting is on the north side of the Hall of Flags in the State House. Copyright by Edward Simmons; from a Copley Print, copyright by Curtis & Cameron, and printed by their kind permission.

War and which are in a case by themselves near the Hall. The late Governor Guild always took a great interest in Memorial Hall, which he always referred to, and which is often known, as the Hall of Flags. It was quite in keeping that he should be the first Governor to lie in state here. The histories of the flags, if they could have been told by their standard bearers, would be of great interest, and would occupy many volumes. There are no captured flags in the State House.

THE GREAT INTERNATIONAL WALKING-MATCH

Of February 29, 1868.

The origin of this highly exciting and important event cannot be better stated than in the articles of agreement subscribed by the parties.

THE ARTICLES

Articles of Agreement entered into at Baltimore, in the United States of America, this Third day of February in the year of our Lord one thousand eight hundred and sixty-eight, between George Dolby, British Subject, *alias* the Man of Ross, and James Ripley Osgood, American Citizen, *alias* the Boston Bantam.

Whereas, some Bounce having arisen between the above men in reference to feats of pedestrianism and agility, they have agreed to settle their differences and prove who is the better man, by means of a walking-match for two hats a side and the glory of their respective countries; and whereas they agree that the said match shall come off, whatsoever the weather, on the Mill Dam road outside Boston on Saturday, the Twenty-ninth day of this present month; and whereas they agree that the personal attendants on themselves during the whole walk, and also the umpires and starters and declarers of victory in the match shall be James T. Fields of Boston, known in sporting circles as Massachusetts Jemmy, and Charles Dickens of Falstaff's Gad's Hill, whose surprising performances (without the least variation) on that truly national instrument, the American Catarrh, have won for him the well-merited title of The Gad's Hill Gasper.

Now, these are to be the articles of the match:

1. The men are to be started, on the day appointed, by Massachusetts Jemmy and The Gasper.

2. Jemmy and The Gasper are, on some previous day, to walk out at the rate of not less than four miles an hour by the Gasper's watch, for one hour and a half. At the expiration of that one hour and a half, they are to carefully note the place at which they halt. On the match's coming off, they are to station themselves in the middle of the road, at that precise point, and the men (keeping clear of them and of each other) are to turn round them, right shoulder inward, and walk back to the starting-point. The man declared by them to pass the starting-point first is to be the victor and the winner of the match.

3. No jostling or fouling allowed.

4. All cautions or orders issued to the men by the umpires, starters, and declarers of victory, to be considered final and admitting of no appeal.

5. A sporting narrative of the match to be written by The Gasper within one week after its coming off, and the same to be duly printed (at the expense of the subscribers to these articles) on a broadside. The said broadside to be framed and glazed, and one copy of the same to be carefully preserved by each of the subscribers to these articles.

6. The men to show on the evening of the day of walking, at six o'clock precisely, at the Parker House, Boston, when and where a dinner will be given them by The Gasper. The Gasper to occupy the chair, faced by Massachusetts Jemmy. The latter promptly and formally to invite, as soon as may be after the date of these presents, the following Guests to honor the said dinner with their presence: that is to say:—Mistress Annie Fields, Mr. Charles Eliot Norton and Mrs. Norton, Professor James Russell Lowell and Mrs. Lowell and Miss Lowell, Doctor Oliver Wendell Holmes and Mrs. Holmes, Mr. Howard Malcom Ticknor and Mrs. Ticknor, Mr. Aldrich and Mrs. Aldrich, Mr. Schlesinger, and an obscure poet named Longfellow (if discoverable) and Miss Longfellow.

Now, Lastly. In token of their accepting the trusts and offices by these articles conferred upon them, these articles are solemnly and formally signed by Massachusetts Jemmy and by the Gad's Hill Gasper, as well as by the men themselves.

Signed by the Man of Ross, otherwise *George Dolby*

Signed by the Boston Bantam, otherwise *James R. Osgood*

Signed by Massachusetts Jemmy, otherwise *James T. Fields*

Signed by The Gad's Hill Gasper, otherwise *Charles Dickens*

Witness to the signatures.

THE SPORTING NARRATIVE.

THE MEN.

The Boston Bantam (*alias* Bright Chanticleer) is a young bird, though too old to be caught with chaff. He comes of a thorough game breed and has a clear though modest crow. He pulls down the scale at ten stone and a half and add a pound or two. His previous performances in the Pedestrian line have not been numerous. He once achieved a neat little match against time in two left boots at Philadelphia; but this must be considered as a pedestrian eccentricity, and cannot be accepted by the rigid chronicler as high art. The old mower with the scythe and hour-glass has not yet laid his mawley heavily on the Bantam's frontispiece, but he has had a grip at the Bantam's top feathers, and in plucking out a handful was very near making him like the great Napoleon Bonaparte (with the exception of the victualling-department), when the ancient one found himself too much occupied to carry out the idea, and gave it up. The Man of Ross (*alias* old Alick Pope, *alias* Allourpraiseswhyshouldlords, &c.) is a thought and a half too fleshy, and, if he accidentally sat down upon his baby, would do it to the tune of fourteen stone. This popular Codger is of the rubicund and jovial sort, and has long been known as a piscatorial pedestrian on the banks of the Wye. But Izaak Walton had n't Pace, — look at his book and you 'll find it slow, — and when that article comes in question, the fishing-rod may prove to some of his disciples a rod in pickle. Howbeit, the Man of Ross is a Lively Ambler and has a smart stride of his own.

THE TRAINING.

If Brandy Cocktails could have brought both men up to the post in tip-top feather, their condition would have left nothing to be desired. But both might have had more daily practice in the poetry of motion. Their breathings were confined to an occasional Baltimore burst under the guidance of the Gasper, and to an amicable toddle between themselves at Washington.

THE COURSE.

Six miles and a half, good measure, from the first tree on the Mill Dam road, lies the little village (with no refreshments in it but five oranges and a bottle of blacking) of Newton Centre. Here, Massachusetts Jemmy and the Gasper had established the turning-point. The road comprehended every variety of inconvenience to test the mettle of the men, and nearly the whole of it was covered with snow.

THE START

was effected beautifully. The men, taking their stand in exact line at the starting-post, the first tree aforesaid, received from The Gasper the warning, "Are you ready?" and then the signal, "One, two, three. Go!" They got away exactly together, and at a spinning speed, waited on by Massachusetts Jemmy and The Gasper.

THE RACE.

In the teeth of an intensely cold and bitter wind before which the snow flew fast and furious across the road from right to left, The Bantam slightly led. But The Man responded to the challenge and soon breasted him. For the first three miles, each led by a yard or so alternately; but the walking was very even. On four miles being called by The Gasper, the men were side by side; and then ensued one of the best periods of the race, the same splitting pace being held by both, through a heavy snow-wreath and up a dragging hill. At this point it was anybody's game a dollar on Rossius and two half-dollars on the member of the feathery tribe. When five miles were called, the men were still shoulder to shoulder. At about six miles, the Gasper put on a tremendous spirt to leave the men behind and establish himself as the turning-point at the entrance of the village. He afterwards declared that he received a mental knock-downer, on taking his station and facing about, to find Bright Chanticleer close in upon him, and Rossius steaming up like a Locomotive. The Bantam rounded first; Rossius rounded wide; and from that moment the Bantam steadily shot ahead. Though both were breathed at the turn, the Bantam quickly got his bellows into obedient condition, and blew away like an orderly Blacksmith in full work. The forcing-pumps of Rossius likewise proved themselves tough and true, and warranted first-rate, but he fell off in pace; whereas the Bantam pegged away with his little drum-sticks, as if he saw his wives and a peck of barley waiting for him at the family perch. Continually gaining upon him of Ross, Chanticleer gradually drew ahead within a very few yards of half a mile, finally doing the whole distance in two hours and forty-eight minutes. Ross had ceased to compete, three miles short of the winning-post, but bravely walked it out, and came in seven minutes later.

REMARKS.

The difficulties under which this plucky match was walked can only be appreciated by those who were on the ground. To the excessive rigour of the icy blast, and the depth and state of the snow, must be added the constant scattering of the latter into the air and into the eyes of the men, while heads of hair, beards, eyelashes, and eyebrows, were frozen into icicles. To breathe at all, in such a rarefied and disturbed atmosphere, was not easy; but to breathe up to the required mark was genuine, slogging, ding-dong, hard labor. That both competitors were game to the backbone, doing what they did under such conditions, was evident to all; but, to his gameness, the courageous Bantam added unexpected endurance, and (like the sailor's watch that did three hours to the cathedral clock's one) unexpected powers of going when wound up. The knowing eye could not fail to detect considerable disparity between the lads; Chanticleer being, as Mrs. Cratchit said of Tiny Tim, "very light to carry," and Rossius promising fair to attain the rotundity of the Anonymous Cove in the epigram:

> "And when he walks the streets the paviours cry,
> 'God bless you, sir!' and lay their rammers by."

Articles of agreement drawn by Dickens for the International Walking Match, signed by Dolby, Osgood, Fields, and Dickens.

DICKENS' INTERNATIONAL WALKING MATCH

When Charles Dickens was in Boston on his second visit in 1868 he and three of his friends got up a walking match about which few people know. Dickens had not been sleeping well, and so George Dolby, an Englishman, who was planning Dickens' lecture tour, and James R. Osgood, who was his travelling companion while in America, determined to amuse the distinguished writer by arranging this international contest. Dickens and James T. Fields were the umpires, and one of the conditions of the contest was that these two should start from the first tree on the Mill Dam Road and walk towards Newton Centre for an hour and a half, and later when the real match took place it was agreed that Dickens should stand at this point in the middle of the road and act as the turning mark for the two contestants. "Boz" paced the course at such a clip that Fields became exhausted and had to sit down on a doorstep in Newton Centre and eat oranges, which Dickens said was the only kind of refreshment except a bottle of blacking that could then be purchased in that village. Dickens drew up the articles of agreement, which were signed by Dolby, Osgood, Fields and himself. The match was for "two hats and the glory of their respective countries."

The "Sporting Narrative," also written by him, gives an account of the match and describes how Osgood, the Boston Bantam, won a decisive victory over Dolby, the Englishman, after walking over the thirteen mile course on a cold, snowy day in February. Dickens describes his countryman as "a thought and a half too fleshy and if he accidentally sat down upon his baby, would do it to the tune of fourteen stone." Dickens further added that "the Bantam showed unexpected endurance and (like the sailor's watch that did three hours to the Cathedral clock's one) unexpected powers of going when wound up." Dolby attributed his defeat to the fact that Mrs. Fields followed his rival the last part of the way and "supplied him continuously with bread soaked in brandy." The time of the match was two hours and forty-eight minutes. Dickens gave a dinner that night at the Parker House, which was a very jolly occasion, and some of the guests were Mr. and Mrs. Charles Eliot Norton, Mr. and Mrs. James Russell Lowell, Dr. and Mrs. Oliver Wendell Holmes, Mr. and Mrs. Ticknor, Mr. and Mrs. Aldrich, "an obscure poet, named Longfellow," as Dickens expressed it, and others. Bostonians loved Charles Dickens, who in return always referred to Boston as "his American home."

During this visit he gave his readings in Tremont Temple. The sale of tickets took place at the store of Ticknor & Fields, 12 Tremont Street, and lasted eleven hours, some $2 admissions selling as high as $26. Throughout the night there was a line along Tremont Street for half a mile, some of the eager buyers bringing mattresses, food and drinks. In New York his readings were fully as popular. It was noticed that the people at the head of the ticket line wore caps and were quickly spotted as speculators. A rule was therefore passed at once that no tickets should be sold to any buyer with a cap. Hats were procured at large prices from onlookers, and the front row seat tickets all turned up as usual in the hands of speculators.

Dickens' first visit to America was in 1842. At this time the Bostonian's idea of hospitality consisted of an invitation to occupy a place in the family pew at church, and Dickens said that he was offered as many sittings as would have accommodated many large families. There is even a story, not credited to Dickens, of a Bostonian who had been entertained very cordially in Europe; his former hostess came to Boston and received from her former guest an invitation to call at his house *after* tea and then go to church! Boston has long since lived down the reputation she used to have of being cold to strangers. Dickens came over in the *Britannia* on his first trip, and in the *Cuba* the last time.

The following bright verses were written and sung by Joseph M. Field at a dinner given to Dickens in Boston on February 1, 1842:—

THE WERY LAST OBSERWATIONS OF WELLER, SENIOR

Remember wot I says, Boz,
  You're goin' to cross the Sea;
A blessed vay avays, Boz,
  To wild Amerikey;
A blessed set of savages,
  As books of travels tells;
No Guv'nor's eye to watch you, Boz,
  Nor even Samivel's.

They've 'stablish'd a steam line, Boz,
  A wi'lent innowation!
It's nothing but a trap, to 'tice
  Our floatin' population;
A set of blessed cannibals—
  My warnin' I repeats:—
For ev'ry vun they catches, Boz,
  Without ado they eats!

They'll eat you, Boz, in Boston! and
  They'll eat you in New-York:
Wherever caught, they'll play a bles-
  -sed game of knife and fork!
There's prayers in Boston, now, that Cu-
  -nard's biler may not burst;
Because their savage hope it is,
  Dear Boz, to eat you first!

They lately caught a Prince, Boz,
  A livin' vun, from France;
And all the blessed nation, Boz,
  Assembles for a dance!
They spares him thro' the ev'nin', Boz,
  But with a hungry stare;
Contrives a early supper, tho',
  And then they eats him there!

Lord how they gobbled "Pickwick"—fate
  Which "Oliver" befel:
And watering mouths met "Nic," and "Smike,"
  And watering eyes as well;

Poor "Nell" was not too tender, Boz,
  Nor ugly "Quilp" too tough;
And "Barnaby"—and blest if e'er
  I thinks they'll have enough!

I'll tell you wot you does, Boz,
  Since go it seems you vill;
If you vould not expose, Boz,
  Yourself their maws to fill;
Just "Marryatt," or "Trollope," Boz,
  Within your pockets hem;
For blow me if I ever thinks
  They'll ever *swallow* them!

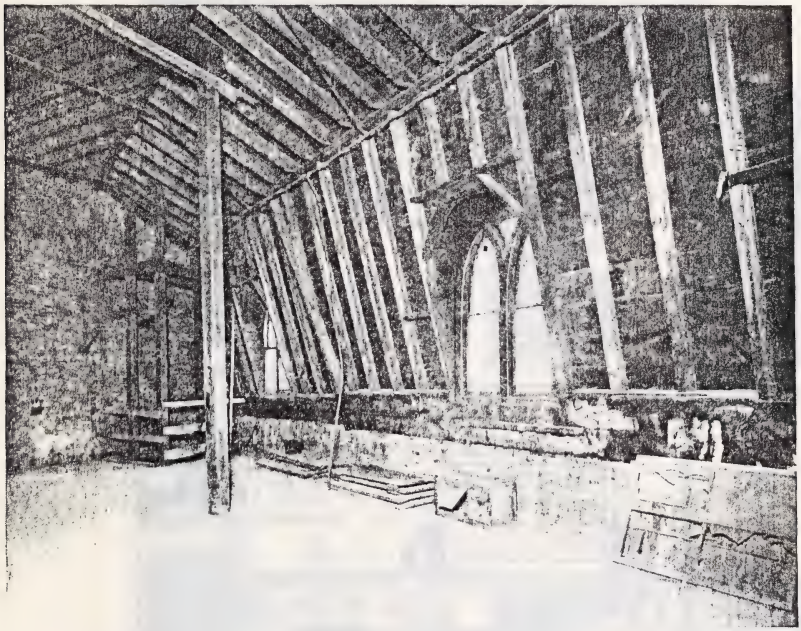
FIRST TELEPHONE MESSAGE IN BOSTON

"Mr. Watson, please come here, I want you," were the first words sent over a telephone. Professor Alexander Graham Bell made this remark to Thomas A. Watson at No. 5 Exeter Place, Boston, on that memorable day, March 10, 1876. Had he realized that this sentence would be handed down to the world he would undoubtedly have thought out a message as fitting as were the first words that were sent over the Morse Telegraph, which were, "What has God wrought?"

The details leading up to this event are most interesting. Professor Bell was a teacher of deaf mutes at Boston University, and was special instructor of the deaf grandson of Mrs. George Sanders of Salem at whose house he resided for several years, during which time he did much experimenting. The house stood on the site of the present Y. M. C. A. building. At this time he was interested in the "harmonic telegraph," and he asked Thomas A. Watson to help him make certain parts of the mechanism. Mr. Watson was an electrician in Charles Williams' workshop at 109 Court Street, Boston, and received a splendid training under him. Watson said that most of the inventors had an "angel" whom they hypnotized into paying their bills. One of the experiments at this shop was with a new electric engine, and it was arranged that nitric acid was to be poured into the iron tanks to generate the electric current. The acid was poured in, and the inventor, "angel" and workman had a race to see who could get out of the shop first. Mr. Watson frankly admits that he won, as he was "first away."

The "harmonic telegraph" was not a success; had it been, the telephone might not have been invented for some years. It was while working on the telegraph that Professor Bell conceived the idea of the telephone, and he and Watson at once set to work on this invention. A wire connecting two rooms was set up in the upper story of Williams' office, which was still at 109 Court Street. While experimenting, Bell, who was at one end of the wire, suddenly shouted out to his fellow worker at the other end of the line, "Don't change anything." He had heard the first sound ever transmitted by telephone. This was on June 2, 1875. The faint sound that Bell had heard meant that the speaking telephone was at that moment born.

Mr. Watson was present when the picture shown below was taken, and he very kindly explained where he and Professor Bell stood when the first sound was heard. These two inventors then ran a wire down two flights of stairs in their building, and this was "the first telephone line" ever put up. The building where these tests were made is still standing, the lower floor being occupied by a theatre. Then followed on March 10 of the following year the first sentence ever spoken over a telephone, which we have described. Bell's telephone was exhibited at the Philadelphia Exposition in 1876. Progress was rapid, and on October 9, 1876, Mr. Watson wrote that "we are ready to take the



Attic of Williams' workshop where the first sound was heard over a telephone. Professor Bell stood on one side of the post, and Professor Watson on the other side, each being in a small room at the time.

baby out doors for the first time." The private wire of the Walworth Manufacturing Company running between Boston and Cambridge was loaned for this test. Bell's voice came across the wire, "Ahoy, Ahoy!" and the first "long distance" connection began. The word "Ahoy" has now given place to "Hello." The whole conversation appeared in the *Advertiser* the next morning, and the report made a tremendous sensation. Bell and Watson danced a war dance at their rooms at 5 Exeter Place, and their landlady, who did not appreciate their new discovery, ordered them to leave if they ever again made such a noise. Watson's old teacher, Moses G. Farmer, called on them within a few days and declared he ought to have made the discovery, and added that "if Bell had known anything about electricity he would never have invented the telephone."

The first permanent telephone line was installed between Mr. Williams' office on Court Street and his house in Somerville. The first newspaper report transmitted by telephone was sent by Henry M. Batchelder in Salem to the Boston *Globe* on February 12, 1877. Gardiner G. Hubbard, Professor Bell's father-in-law, and Thomas Sanders, Treasurer of the Company, were staunch backers of the

The first telephone message was heard in the upper story of this building, now occupied by the New Palace Theatre, 109 Court Street.

enterprise. Hubbard offered the Bell patents to the Western Union Telegraph Company. The offer was rejected, and two years later these same patents were worth $25,000,000. Professor Bell began to lecture in 1877, his first appearance being at the Essex Institute in Salem. Oliver Wendell Holmes and Henry W. Longfellow were among those who signed a request for lectures in Boston. Bell lectured while Watson on the other end of the wire talked, sang and shouted. Mr. Watson said that never before had such poor singing been received with such tremendous applause. On one occasion Watson at Middle-

town, Conn., talked at the same time to New Haven and Hartford, but the songs didn't come in at the right time during the lecture. These demonstrations stirred up a great demand for telephones, and the public was ready for the telephone long before the inventors were ready for the public.

The automatic switch, the switchboard, and the Blake transmitter, invented by Francis Blake, did a great deal to perfect the telephone. Mr. Watson mentions his excitement when the company hired its first book-keeper, Robert W. Devonshire, then Thomas D. Lockwood as lawyer, and George W. Pierce as Watson's private clerk, who remained in the employ of the company until January 1, 1914, when he was retired. Mr. Devonshire is now Vice-President, and Mr. Lockwood Patent Attorney, of the Company. Mr. Watson writes that "David had hit Goliath squarely in the forehead with a rock labelled Patent No. 174,465," winning a decision over the Western Union Telegraph.

Mr. Theodore N. Vail, President of the American Telephone & Telegraph Company, in his 1914 report mentions that when Professor Bell and Mr. Watson talked between New York and San Francisco they could hear each other more clearly than when they held their first conversation in two rooms of the same building, the old telephone instruments being used for the later test. The Boston-San Francisco line of 3,505 miles was opened on January 25, 1915. The Bell System in the United States has 8,648,993 stations, a wire mileage of 17,475,594 miles, and an average of 27,848,000 calls per day. The gross revenue for 1914 was $226,000,000.

President Vail in his report says that "it is a long step from a hardly intelligible telephonic conversation between two rooms to a perfectly easy, low voiced conversation between the extremes of our land, East, West, North and South."

[*Over*]

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